MICROFILM

START
OF
ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 221

CONTRACT NUMBER : 9198

1980 Justice Center btwn. 2nd 9198
& 3rd Aves. & Main & Salmon Sts.
Portland (foundations & substr.)

CrA 5439
3-27-79
8-15-79
8-22-79
8-27-80

jc cc: OSHD (Rulien)

9198

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

RECEIVED
STATE HWY ENGR
JUN 25 '87
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

REGION NO. 10	REPORT NO. 26	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT June 10, 1986 7	REPORT MADE BY 6-10-87 C. T. Christianson, Area Engineer		PROJECT NO. I-205-7(76)312
COMPLETION DATE (Actual) 1-4-84	ACCEPTANCE DATE BY CONRTACT AGENCY May 1, 1985	TIME ELAPSED Phase III 100 %	CONTRACT TIME PHASE III 1-4-84, SCD

LOCATION

Intersection of 3rd and Main. Downtown Portland.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JUSTICE CENTER
Multnomah County

The purpose of this project was to construct a functional replacement for the Rocky Butte Jail located in the path of I-205. County police space and City police office facilities were included in the building and was financed with local funds. A construction management firm (Turner Const.), with expertise in high rise building and detention facilities, was engaged to manage the project. The State Highway Division assigned one of their Bridge Engineers, Bob Ellison, to oversee the management function. A committee consisting of representatives from Multnomah County, City of Portland, State Highway Division, Federal Highway Administration, Turner Construction, and Zimmer Gunsul Frascz, Architect; met monthly to review construction progress and make decisions on changes.

Because of the joint funding of this facility a general pro-rata share was established to restrict Federal-aid funding to the "functional replacement" portion of the building. Each change order was evaluated first from the operational need standpoint and then for eligibility as functional replacement.

Phase I, Contract 9122, was awarded to Wagner Construction and provided for excavation, removal and shoring at the building site in advance of foundation construction. This phase was completed on November 20, 1980 at a final cost of $882,905 including engineering and contingencies. This reflects an underrun of 9%. The original contract time was 150 CD supplemented by a 47 CD approved extension. Total time used was 184 CD. Project records show that work was completed in compliance with the contract provisions.

Phase II, Contract 9198, was awarded to Todd Building Co. and provided for the foundation and substructure. This provided the framework for the two levels below ground in addition to the foundation. This phase was completed on May 8, 1981 at a final cost of $2,817,629.92 including engineering and contingencies. This reflects an underrun of 7%. The original contract time was 150 CD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Clifford T. Christianson		SIGNATURE	
TITLE Area Engineer	DATE 6/11/87	TITLE District Engineer	DATE 6/22/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

supplemented by a 17 CD approved extension. The work was completed in 169 CD and two days liquidated damages was assessed. Project records show that work was completed in substantial conformance with contract plans and specifications.

Phase III, Contract 9294, was awarded to Hoffman Const. Co. and provided for the construction of the above ground construction of 16 stories and finishing the below ground levels. The contract included all utilities and operating facilities of the building. The project was completed on January 4, 1984 at a total cost of $46,552,948.32 including engineering and contingencies. This reflects an overrun of 1/2 of 1%. The original contract specified a completion date of December 31, 1983 which was extended to January 4, 1984 by approved extension.

As a result of an audit by the OIG a portion of the payments to Turner Construction (Construction Engineering) has been determined not eligible for Federal Funds. Approximately $500,000 should be deducted from the final billing to FHWA.

****

9198

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER
5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-7-85

Form Approved; O M B No. 04-R2089

State
OREGON

County
MULTNOMAH

Project Number
I-205-7(76)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 32,728,974	$ 33,030,142
Federal funds	$ 30,076,886	$ 30,280,729
Other revisions		

for previous mod see Cont. # 9122 + 9294

This modification is made for the following reasons: To include approved costs of State Force Orders

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of January, 1985

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 26, 1984

FEDERAL AID PROJECT NO. I-205-7(76)312

PORTLAND/MULTNOMAH JUSTICE CENTER
EAST PORTLAND FREEWAY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE I (CONTRACT NO. 9122)

TOTAL the same as estimate of November 2, 1982	$ 1,044,420.00

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE II (CONTRACT NO. 9198)

TOTAL the same as estimate of November 2, 1982	$ 3,050,000.00

TYPE CODE ROWA
CITY/COUNTY JUSTICE CENTER REPLACEMENT PHASE III (CONTRACT NO. 9294)

SUBTOTAL from previous estimate of March 19, 1984	$41,369,492.00
Additional Items: SFO No. 14 - Work by Multnomah County	3,268.00
* SFO No. 15 - Work by PGE	5,000.00
* SFO No. 15 - Contractor Claim Work	50,000.00
* SFO No. 15 - Supplement No. 1	242,900.00
SUBTOTAL	$41,670,660.00
Engineering	3,458,000.00
TOTAL	$45,128,660.00

* Numbering as shown on PR-1240's

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Justice Center (Phase I) Same	$ 1,044,420.00	$ ----	$ ---	$ ----
Justice Center (Phase II)	3,050,000.00	----	---	----

Justic Center (Phase III)	45,128,660.00	----		
TOTAL	$49,223,080.00	----	---	----
Participating Amount (66.08%)	$32,628,767.00	$30,016,354.00	$2,612,413.00	$ ----
Non-Participating Amount (33.92%)	16,594,313.00	----	89,845.00	16,504,468.00
SUBTOTAL	$49,223,080.00	$30,016,354.00	$2,702,258.00	$16,504,468.00
1% for Art Work	401,375.00	264,375.00	---	137,000.00
TOTAL	$49,624,455.00	$30,280,729.00	$2,702,258.00	$16,641,468.00

Phase I Group 1: 66.08%; Group 2: 10.46%; Group 3: 23.28%; Group 9: 0.18%
Contract No. 9122
Prefix: 626-1059
Prefix: 626-2566

Phase II Groups & % same as Phase I
Contract No. 9198
Prefix: 626-1006 -Finaled
Prefix; 626-2566
Prefix; 626-1072 III
Prefix; 626-1079 Art Work

Phase III Group & % same as Phase I
Contract No. 9294
Prefix: 626-1072
Prefix; 626-2566

WH:pf

9198 ·14

L.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-54		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number I-205-7(76)312
MODIFICATION NUMBER 2	8 25 -1	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 5, 19 80,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,364,307	$ 29,979,693
Federal funds	$ 2,179,440	$ 27,647,272
Other revisions		

This modification is made for the following reasons: to add Phase 3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of August, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For; H.S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. file

Oregon State Highway Division
Salem, Oregon, August 19, 1981

Federal Aid Project
No. I-205-7(76)312

Portland/Multnomah Justice Center
East Portland Freeway
Multnomah County

Revised Project Agreement Estimate.

Type Code R/W
City/County Justice Center Replacement, Phase 1 (Conract 9122)

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$ 744,500.00

Anticipated Items		
Permit Fees	All Required	$ 27,300.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
Adjust Signals (C.F. Order #1)	All Required	42,563.00
Modify Main St. Shoring	All Required	35,000.00
Bracing Existing Retaining Wall	All Required	25,000.00
Temporary Curb for Water Control	All Required	5,000.00
City of Portland Traffic Bureau	All Required	50,000.00
Furnish and Install Temporary Barrier	All Required	5,000.00
Rental & Repair of Protective Fence	All Required	5,000.00
		$ 196,163.00
	Subtotal	$ 940,663.00
	Engineering*	141,099.00
	Total Phase 1	$ 1,081,762.00

*Includes Construction Engineering by Consultant N. W. Turner Inc.

Type Code R/W
City/County Justice Center Replacement, Phase 2 (Contract 9198)

Foundations and Substructure	All Required	$ 2,576,000.00
		$ 2,576,000.00

Additional Items		
Permit Fees	All Required	$ 5,000.00
On-the-Job Trainees (2 @ $800)	All Required	1,600.00
Additional Reinforcing in Concrete	All Required	60,000.00
Modify Elevator Shaft for Hoisting	All Required	20,000.00
Shoring Modifications (Low Areas)	All Required	10,000.00
Unusual Dewatering Conditions	All Required	80,000.00
Additional Sleeves, Blockouts & Drains	All Required	10,000.00
		$ 186,600.00
	Subtotal	$ 2,762,600.00
	Engineering*	414,390.00
	Total Phase 2	$ 3,176,990.00

*Includes Construction Engineering by Consultant N. W. Turner Inc.

Type Code R/W
City/County Justice Center Replacement Phase 3 (Contract 9294)
Alternate "B"

Building Work with Heat Recovery System	All Required	$40,050,000.00
	Alternate "B"	$40,050,000.00

Additional Items		
On-the-Job Trainees (15 @ $800)	All Required	$ 12,000.00
Modification to Phase 2 Structure	All Required	50,000.00
Additional Reinforcing Steel	All Required	45,000.00
Additional Miscellaneous Steel	All Required	50,000.00
Permit Fees	All Required	450,000.00
Upgrade Concrete Surface Finish	All Required	35,000.00
Security System Modification	All Required	100,000.00
Furnishings and Equipment Changes	All Required	150,000.00
		$ 892,000.00
	Subtotal	$40,942,000.00
	Engineering*	2,500,000.00
	Total Phase 3	$41,442,000.00

*Includes Construction Engineering by Consultants N. W. Turner Inc. & Zimmer, Gunsel & Frasca.

Length of Project .... 0.00 mi.

Oregon State Highway Division
Salem, Oregon, August 19, 1981

Federal Aid Project
No. I-205-7(76)312

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds	State County City Other Funds
Justice Center (Phase 1)	$ 1,081,762	$	$	$
Justice Center (Phase 2)	3,176,990			
Justice Center (Phase 3)	41,442,000			
Subtotal	$45,700,752	$	$	$
Participating Amount (65.6%)	29,979,693	27,647,272	2,332,421	
Project TOTAL	$45,700,752	$27,647,272	$2,332,421	$15,721,059

Group 1 65.6%; Group 9 34.4%
Phase 1
Contract No. 9122
Prefix: 626-2566
Prefix: 626-1059

Group 1 65.6%; Group 9 34.4%
Phase 2
Contract No. 9198
Prefix: 626-2566
Prefix: 626-1066

Group 1 65.6%; Group 9 34.4%
Phase 3
Contract No. 9294
Prefix: 626-2566
Prefix: 626-1072

Portland/Multnomah Justice Center Phase 3
(Nonparticipating-State/City Work)

State Crime Lab Interiors	All Required	$ 109,000.00

7122

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 11-29
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10/20/80

te Oregon
County Multnomah
Project Number I-205-7(76)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 5, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 548,417.00	$ 2,364,307.00
Federal funds	$ 504,827.00	$ 2,179,440.00
Other revisions		

This modification is made for the following reasons: Adding Phase 2.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of October, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Con File

Oregon State Highway Division
Salem, Oregon October 6, 1980

Federal Aid Project
No. I-205-7(76)312

Portland/Multnomah Justice Center
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code R/W
9
City/County Justice Center Replacement, Phase 1 (Contract 2122)

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$744,500.00

Anticipated Items

Permit Fees	All Required	$ 27,300.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$ 28,600.00
	SUBTOTAL	$773,100.00
	Engineering	104,368.00
	TOTAL	$877,468.00

Length of Project -------------- 0.00 Mile

Work Retained in Program Status (Phase 1)

Modify Main St. Shoring	All Required	$ 35,000.00
Bracing Existing Retaining Wall	All Required	25,000.00
Temporary Curb for Water Control	All Required	5,000.00
City of Portland Traffic Bureau	All Required	50,000.00
Furnish and Install Temporary Barrier	All Required	5,000.00
Rental & Repair of Protective Fence	All Required	5,000.00

Total Cost (Phase 1) $877,468.00

(Interim Participating Amount 62.5%)	$548,417.00

Type Code ROW
City/County Justice Center Replacement, Phase 2

Foundations and Substructure	All Required	$ 2,576.00
		$ 2,576.00

Anticipated Items

Permit Fees	All Required	$ 5,000.00
On the Job Trainees (2 @ $800)	All Required	1,600.00
		$ 6,600.00

SUBTOTAL	$2,582,600.00
Engineering	322,825.00
TOTAL	$2,905,425.00

Length of Project ------------- 0.0 mile

Work Retained in Program Status (Phase 2)

Additional Reinforcing in Concrete	All Required	$ 60,000.00
Modify Elevator Shaft for Hoisting	All Required	20,000.00
Shoring Modifications (Low Areas)	All Required	10,000.00
Unusual Dewatering Conditions	All Required	80,000.00
Additional Sleeves, Blockouts, & Drains	All Required	10,000.00

Total Cost of Phase 2	$2,905,425.00
(Interim Participating Amount 62.5%)	$1,815,890.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Fed. Funds	State Funds
Justice Center, Phase 1	$ 548,417	$ 504,829	$ 43,590
Justice Center, Phase 2	1,815,890	1,674,613	141,277
SUBTOTAL	$2,364,307	$2,179,440	$ 184,867
Retain in Program	$27,435,693		
TOTAL	$29,800,000		

Contract ~~7~~9122 Phase 1
Prefix 626-1059
Group 1-62.5% Group 9-37.5%

Contract 9198 Phase 2
Prefix 626-1066
Group 1-62.5% Group 9-37.5%

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-107

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

6.5.80

State: Oregon
County: Multnomah
Project No.: I-205-7(76)312

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Portland/Multnomah Justice Center, Phase 1

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-9-80	0.00

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 548,417.00	$ 504,827.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator 6-5-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon, May 14, 1980

Federal-Aid Project
No. I-205-7(76)312

PORTLAND/MULTNOMAH JUSTICE CENTER, PHASE 1
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project agreement estimate.

Type Code R/W
City/County Justice Center Replacement, Phase 1

Mobilization	All Required	$ 74,500.00
Temporary Protection and Direction of Traffic	All Required	1,500.00
Excavation	All Required	148,500.00
Shoring	All Required	520,000.00
		$744,500.00

Anticipated Items		
Permit Fees	All Required	$ 27,300.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$ 28,600.00
	Subtotal	$773,100.00
	Engineering	104,368.00
	Total	$877,468.00

Length of Project - - - 0.00 Mile

Work Retained in Program Status		
Modify Main St. Shoring	All Required	$ 35,000.00
Bracing Existing Retaining Wall	All Required	25,000.00
Temporary Curb for Water Control	All Required	5,000.00
City of Portland Traffic Bureau	All Required	50,000.00
Furnish and Install Temporary Barrier	All Required	5,000.00
Rental & Repair of Protective Fence	All Required	5,000.00

Total Cost (Phase 2)	$877,468
(Interim Participating Amount 62.5%)	$548,417

Oregon State Highway Division
Salem, Oregon, May 14, 1980

Federal-Aid Project
No. I-205-7(76)312

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Justice Center, Phase 1	$ 548,417	$504,827	$43,590
Retained in Program	28,743,770		
Total	$29,800,000		

Group 1 - 62.5%; Group 9 - 37.5%
Contract No. 9122
Prefix: 626-2536
Prefix: 626-1059

9198

August 30, 1982

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9198

Gentlemen or Ladies:

On July 16, 1982, we wrote to you concerning release of final payment on Contract No. 9198 awarded to Todd Building Company for work on the Justice Center (Phase 2) in Multnomah County.

The total contract amount is $2,809,448.80 including $129,905.40 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Todd Building Company
3099 N.E. Diamond Lake Boulevard
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
E. L. Hardt

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Todd Building Co. No. 9198	Justice Center, Phase 2 Multnomah County	July 12,1982
Mill Plain Elect., Inc. No. 9388	SE Powell Blvd. @ SE 174th Ave. Multnomah County	July 20, 1982
W. R. Grasle Co. No. 9366	Mt. Hood Hwy. @ Towle Ave. (Gresham) Multnomah County	July 20, 1982
Roy L. Houck Construction Co. No. 9290	"S" Curve (Woodburn) Marion County	July 20, 1982
Mill Plain Electric,Inc. No. 9387	NE Columbia Blvd. @ NE 47th Ave. Multnomah County	July 30, 1982
Roy L. Houck Const. No. 9260	Clackamas/Boring Hwy. @ SE Foster Rd. (Damascus) Clackamas County	July 30, 1982
Elting, Inc. No. 9086	NE Hancock St.-SE Yamhill St. Multnomah County	July 30, 1982
Gresham Paving, Inc. No. 9250	SE 257th Dr.-SE Division Dr. Multnomah County	August 3, 1982
Hansen Electric Co., Inc. No. 9207	Beaverton/Tualatin Hwy. @ SW Hunziker St. (Tigard) Washington County	August 3, 1982
G.S.Hulsey Crushing,Inc. No. 9447	Port Orford Rock Production Curry County	August 3, 1982

August 4, 1982

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

9,98

ROW 12

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1982

In Reply Refer to
File No.

Nelson L. Walker
Hibbard, Caldwell, Bowerman,
Schultz & Hergert
Attorneys at Law
P.O. Box 667
Oregon City, Oregon 97045

RE: Justice Center
Copies of Contracts
Phase I, II, III
File 46993
FAP No. I-205-7(76)312
(JAIL)

NOTED
E. S. HUNTER

Dear Mr. Walker:

Your letter of June 1, 1982 requests copies of the three contracts for construction of the Justice Center.

We do not have additional copies in stock and will have to xerox the documents for you. The total amount involved is approximately 1,925 pages. Our standard fee for such copying is 15¢ per minute labor cost plus a 10¢ per page copy cost. Our copy center has established a time of one hour to perform this work. The charges would therefore be:

Labor:	60 minutes @ 15¢/minute =	$ 9.00
Page Cost:	1,925 pages @ 10¢ each =	192.50
Total Cost		$201.50

Upon receipt of your payment in this amount we will make the copies and send them to your office.

Very truly yours,

R. W. Ellison

R. W. Ellison, PE, PLS
Project Manager

RWE:jh

cc: E. S. Hunter w/attach.
V. E. Skoog w/attach.
J. L. Sollis w/attach.
J. B. Boyd w/attach.

RECEIVED
TECHNICAL SERVICES
JUN 8 '82
REFER TO
FOR

Info	Inver	R/D	D/R	Sign	Act	File

Form 734-3122

HIBBARD, CALDWELL, BOWERMAN, SCHULTZ & HERGERT
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
OFFICE ADDRESS 710 CENTER STREET
MAILING ADDRESS P.O BOX 667 • OREGON CITY, OREGON 97045
PHONE 503-656-5207

CLARK I BALFOUR
DONALD B BOWERMAN
JOHN C CALDWELL
PATRICK J GREEN
RONALD E HERGERT

GEORGE L HIBBARD
PAUL D SCHULTZ
NANCY S TAUMAN
NELSON L WALKER

June 1, 1982

Mr. Robert Ellison
Department of Transportation
State Transportation Building
Salem, Oregon 97310

RE: Justice Building
Portland, Oregon
Our File 04879-001A

Dear Mr. Ellison:

I understand from our telephone conversation that Todd Building Company was the prime contractor on the Justice Center project in March of 1981; Wagner Construction Company was the prime before Todd; Hoffman Construction Company took over sometime in the summer of 1981.

Would you please send me a copy of the state's contract with each of these three firms.

Thank you for your consideration in this regard.

Very truly yours,

Nelson L. Walker

Nelson L. Walker

NLW/km

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN - 2 1982
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PMS AS C US TA RUE
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9198

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. T. Keasey, Assistant
State Highway Engineer

DATE: March 25, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

R. W. Ellison

NOTED
E. S. HUNTER

SUBJECT: Justice Center
Phase II Construction
Contract 9198
Semi-Final Progress
Estimate
File 46993
FAP No. I-205-7(76)312
(JAIL)

All work on Phase II construction for the Justice Center has been completed and all loose ends tied up. Attached is the semi-final progress estimate and required final paper work. If you find the paper work to be incomplete, please let me know immediately and I will provide the missing information.

Note that this final estimate is for a credit to the State. This results from our accepting a credit from the Contractor (Price Agreement 19) in lieu of completing some final punch list items.

RWE:jr
Attach.

cc: E. S. Hunter ✓
J. B. Boyd
V. E. Skoog

RECEIVED
TECHNICAL SERVICES

MAR 25 '82

REFER TO

FOR

Info	Imed	R/D	N/R	Sign	Act	File

1-125-1387

9198

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-1-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(76)312

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00063

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/21/81

8. FEDERAL ROUTE NUMBER ------------------

9. STATE ROUTE NUMBER --------------

10. GENERAL LOCATION:
Functional Replacement - Portland/Multnomah County Justice Center Phase II

11. GENERAL DESCRIPTION OF WORK
Utility costs in building construction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 11/12/81 this will confirm the advance approval date of 10/21/81 to disconnect and reconnect power to utility vault using Portland General Electric forces on an actual cost basis estimated to be $781.12 Federal Funds $488. (SFO #1)

RECEIVED
STATE HWY ENGR
DEC 4 '81
REFER TO Mcelravy
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

orig
12/4

14. DATE 12/1/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9198

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 24, 1981

John McCarthy
Project Manager
Turner Construction Co.
1221 S.W. First
Portland, OR 97204

RE: Justice Center
Phase II Construction
Contract 9198
Progress Payment Estimate
Retainage
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear John:

As recommended in Mr. Oberlanders letter of November 16, 1981, and in accord with article 9.3.1.2 of the contract, reduction of retainage for Todd Building Co. (Phase II) to $33,300 is approved. You will initiate this reduction by showing it on the next progress payment estimate.

The amount of credit received from Todd Construction Co. for corrective work not completed must be sufficient to cover the cost of having others perform that work.

Very truly yours,

R. W. Ellison
Project Manager

RWE:jr

cc: E. S. Hunter ✓
V. E. Skoog w/att.
J. B. Boyd
Tuck Wilson
Earl Bradfish

RECEIVED
TECHNICAL SERVICES
NOV 24 '81
REFER TO
FOR
Info | Invest | R/D | [illegible] | File

Form 734-3122

9198

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

October 1, 1981

John McCarthy
Project Manager
Turner Construction
Company
1221 S.W. First
Portland, Oregon 97204

RE: Justice Center
Contract Revision
Authorization (C3-57)
File 46993
FAP No. I-205-7(76)312
(JAIL)

Attention: M. W. Bloomfield

Dear John:

Thanks for your letter of September 28, 1981, outlining the correct interpretation relevant to A/E Service costs on closure blockouts, C3-57.

I appreciate your bringing this to my attention.

Very truly yours,

Bob

R. W. Ellison
Project Manager

RK:jh

cc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Tuck Wilson w/att.
Earl Bradfish
Jack Cornwall

REFER TO

Form 734-3122

#9178

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 9, 1981

Mark Urdahl
Office of General Services
City of Portland
1220 S.W. 5th Avenue
Portland, OR 97204

RE: Justice Center
File 46993
FAP No. I-205-7(8)311
(JAIL)
Police Intertie Conduit

Dear Mr. Urdahl

This will document your verbal approval, this date, for relocation of the entrance conduits for the police intertie at City cost.

Entrance conduits were installed under the Phase II construction contract. The City Utility Department now requests that these entrance conduits be changed to the same location as the telephone entrance conduits in order to eliminate ditching city streets at two locations. This relocation requires drilling four holes for entrance conduit at the new entrance location. The cost of this work is estimated at approximately $300.

I understand that your approval includes payment for this work by the City with funds not shown on our guaranteed maximum cost agreement.

We will pay the contractor for this work and bill your project account.

Very truly yours,

R.W. Ellison

R. W. Ellison
Project Manager

RWE:jr

cc: E. S. Hunter ✓
V. E. Skoog
C. T. Keasey

RECEIVED
TECHNICAL SERVICES

JUL 10 '81

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

9198

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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Justice Center

WEEK ENDING: 6-20-81

SECTION PREFIX: 626-1066

HIGHWAY: --

COUNTY: Multnomah

NAME OF JOB: Portland Justice Center

KIND OF WORK: Foundations and Substructure

CONTRACTOR: Todd Building Company

CONTRACT NUMBER: 9198

FEDERAL AID PROJECT NUMBER: I 205-7 (76) 312

DATE OF CONTRACT: October 3, 1980

DATE WORK STARTED: November 21, 1980

ESTIMATED COMPLETION DATE: Substantially Completed

SPECIFIED WORK DAYS: N/A

WORK DAYS USED: N/A

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN: 9 SUPERVISION: 2

SPECIFIED CALENDAR DAYS: 178

CALENDAR DAYS USED: 169

SPECIFIED COMPLETION DATE: N/A

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 3,109,735.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $ 2,888,589.00

ENGINEERING AUTHORIZATION: $ 221,136.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,820,500.00

ENGINEERING COST TO DATE: $ -0-

DATE PROJECT WAS COMPLETED: 5-8-81

ESTIMATED PERCENT: OVERRUN [✓ UNDERRUN] 2.4 %

PERCENT OF AUTHORIZATION: 0 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

PECCO 900 Tower Crane (idle), JLG Manlift, Scissors Lift

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		1		
MONDAY	Cloudy	1		
TUESDAY	Cloudy	1		
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

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JUN 25 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6-14-81 SUNDAY	No Activity.
6-15-81 MONDAY	Finish exposed concrete, punchlist and cleanup.
6-16-81 TUESDAY	Finish exposed concrete, punchlist and cleanup.
6-17-81 WEDNESDAY	Punchlist.
6-18-81 THURSDAY	Punchlist.
6-19-81 FRIDAY	Punchlist.
6-20-81 SATURDAY	No Activity.

REMARKS

Contract time for completion (part 2) was 6/16/81 and was achieved on that date.

It is anticipated that all punchlist items will complete early next week.

SIGNED R. F. Oberlander LOCATION Jobsite

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9198

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 18, 1981

CON 5

Todd Building Company
P. O. Box 160
Roseburg, OR 97470

Gentlemen:

Re: Justice Center Phase #2
FAP No. I-205-7(76)312
Contract No. 9198

Your request for 24 additional calendar days to complete the above referenced project has been reviewed. The delays in Phase I completion and over-excavation procedures are considered beyond your control and eligible for consideration of additional time under the terms of the contract. The schedule printout furnished with your request shows early completion of the slab pour on 1/5/81. The actual delay in this activity would therefore be only 17 days.

A time extension of 17 days is granted. This will increase your allowable time to 167 consecutive calendar days. The granting of this additional time will place you back on schedule effective January 22, 1981.

If you have any questions on this decision, please contact the Construction Manager.

Very truly yours,

D. B. Jackmond
For C. T. Keasey
Ass't. State Highway
Engineer

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
FOR

CTK:mk
bc: H. S. Coulter/att.
R. W. Ellison
R. F. Oberlander
Bob Church
FHWA/att.

Form 734-3123

9198

STATE OF OREGON

INTEROFFICE MEMO

TO: Carroll Keasey, Assistant
State Highway Engineer

DATE: March 10, 1981

FROM: R. W. Ellison
Project Manager R. W. Ellison

SUBJECT: Justice Center
File 46993
FAP#I-205-7(76)312
Contract 9198
Phase II
Time extension request

Attached is a request for 20 additional calendar days construction time. The contractors basis for the request, as concurred in by our Construction Manager, is his ability to perform critical path work on the project.

Our failure to provide the construction site to the contractor on October 25, 1980, (see Mr. Gormsen's letter of October 3, 1980) did prevent him from working on the critical path items. The contractor's critical path schedule indicated completion of the northeast slab on grade for January 3, 1981. Actual date of completion was January 22, 1981, or a 20 calendar day delay. At that time the contractor was back on his critical path, but 20 days late.

Another means of justifying the 20 days is to consider the difference between the time site availability was promised and the time it was actually given. Mr. Gormsen's letter says site will be available no later than October 25, 1980. Due to difficulties with tie-back failures, the site was not available until November 21, 1980, or 27 calendar days late.

Your approval of a 20 calendar day time extension is recommended.

RWE:jr

RECEIVED
MAR 11 1981
CONSTRUCTION
BRANCH

___ Keasey ___
_/_ Jackmond ___
___ Hopkins ___
___ Williams ___
___ Johnson ___
___ Glenn ___
___ Richards ___
___ Berg ___
___ Inloes ___
___ Widmer ___
___ Gebauer ___
___ Church ___

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224 3057

Turner

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR - 3 1981

February 27, 1981

Mr. Robert Ellison
Department of Transportation
Rm 110, Right of Way Section
Salem, OR 97310

Dear Mr. Ellison:

We recommend that the attached Todd Building Company request for time extension dated 1/23/81 in the amount of 24 calendar days be approved at an adjusted amount of ~~20~~ 17 calendar days.

Todd arrived at the 24 calendar day figure via an analysis of scheduled completion of the critical path S.O.G. northeast vs. actual completion. The scheduled completion date was 1/~~3~~5/81 and the actual was 1/22. Todd miscounted the interval; we have made the correction in our above adjustment.

This request concerns an extension of time due specifically to authorized overexcavation delays at the North Wall footings and to delays in Phase I completion (also at the North Wall, where operations did not complete until 12/5/80.)

Todd backup contends that the Phase I work prevented efficient prosecution of his contract. We agree that the sequence of Todd's excavation operations was not a matter of free choice because of this and because of overexcavation procedures.

Todd's assessment of time lost to these delays is based on a "scheduled completion vs. actual completion" analysis. Implicit in this analysis is the acknowledgement that, given the requested extension, the project would again be on schedule effective 1/22/81. Consequently, all delays, real or hypothetical, which occured prior to that time are satisfied.

The following exposures to the State for damages and/or time extension fall into this last category. Though not specifically cited by Todd in this claim, they have been taken into consideration by us in arriving at our recommendation.

1. Todd could not commence contract work 30 days after bid opening as stated in the bid documents. By agreement with the State (ref: Robert Gormsen letter to TBC dated 10/3/80), no damages would be claimed by Todd for delays during this 30 day period. This time period expired on October 25, 1981; official start of work was 11/21/80. This delay was due to tieback failures along Main St.

2. From the period 11/21 to 1/22, 20 working days contained activities related to authorized overexcavation beneath footings at all locations, including the North Wall. This work has been paid for under EWO-1, but no time extension has been previously requested.

3. We have received several small claims for time extensions associated with Price Agreements worked during this period; all have been rejected. Todd has signed the PA's "under protest" because of this. Total of the times requested here was 4 working days.

Sincerely,

R. F. Oberlander
Project Superintendent

enclos: SP19663-734
Todd letters dtd. 2/17/81 w/enclosures, 1/26/81, 12/2/80

File: CII-17

RFO:cn

16 MAR 81

Received call from R. F. Oberlander. Third column of the schedule printout furnished with the claim is early finish. He asked me to change scheduled completion on this letter to 1/5/81 and recommended days to 17.

TODD BUILDING COMPANY
GENERAL CONTRACTORS

PORTLAND OFFICE
P. O. Box 19265
9414 S.W. Barbur Blvd.
PORTLAND, OREGON 97219
503/245-1355

MAIN OFFICE
P. O. Box 160
3099 N.E. Diamond Lake Blvd.
ROSEBURG, OREGON 97470
503/672-8271

RECEIVED
MAR - 3 1981

RECEIVED
JAN 27 1981
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, OR 97204

RE: JUSTICE CENTER-Phase II

Gentlemen:

We have forwarded today to our bonding company, for their "consent", a request for an increase in the number of days to complete the referenced contract. A copy of the request is attached and the original will be forwarded immediately upon receipt from our Surety.

This increase in time is required to compensate us for the twenty four (24) calendar days lost due to the out of sequence work made necessary by the late finish of the Phase I work at the north property line, and the force account work along this line the week of December 8 through 12.

In our letter of December 2, 1980 (copy attached) we advised of the possible delay and we have now been able to evaluate the extent. Our original plan was to proceed with four operations simultaneously, working towards the first slab on grade pour in the N.E. quadrant on the 38th calendar day after beginning. These four operations were the wall footings on lines 1 and K, the "ring footings on lines x and y and the matt footing. Because of the Phase I work continuing at line 1 and the force account work, this simultaneous phasing was not possible and the work was stretched out so that our first SOG pour in the N.E. quadrant was not accomplished until the 62nd day, January 22, 1981.

We are requesting therefore, an increase of twenty four (24) calendar days to complete this contract, due to the conditions beyond our control outlined above.

Yours very truly,
TODD BUILDING COMPANY
By

Gordon T. Todd, Manager
Portland Division

26 January 1980

cc: Frank Thompson, Rollins, Burdick, Hunter, Roseburg and Project Office

GTT/dw

TODD BUILDING COMPANY
GENERAL CONTRACTORS

PORTLAND OFFICE
P. O. Box 19265
9414 S.W. Barbur Blvd.
PORTLAND, OREGON 97219
503/245-1355

MAIN OFFICE
P. O. Box 160
3099 N.E. Diamond Lake Blvd.
ROSEBURG, OREGON 97470
503/672-8271

Turner Construction Company
1221 S. W. First Avenue
Portland, Oregon 97204

RECEIVED
FEB 20 1981
TURNER CONST., PORTLAND

Attention: R. F. Oberlander

RE: PORTLAND JUSTICE CENTER
PHASE II

Dear Sir:

In reference to our letter request of January 26, 1981 for a time extension of 24 calendar days, we are enclosing a copy of our first schedule print-out which was run 11/26/80.

The scheduled date for our first slab on grade pour was 12/30/80 and we were not able to make the pour until 1/22/81.

We are also enclosing a copy of a recap of force account work covering the period 11/7/80 through 12/11/80 which confirms the magnitude of the extra work during "start-up".

We trust that these documents will provide the information that you requested.

Yours very truly,

TODD BUILDING COMPANY
By Gordon T. Todd
Gordon T. Todd
Vice President

17 February 1981

GTT/ms

Encl.

cc: Project Office

AN EQUAL OPPORTUNITY EMPLOYER

01000	1D	2W	11/10/80	11/24/80	11/10/80	11/24/80	[illegible]
01214	4D	103D	11/10/80	04/07/81	11/13/80	04/10/81	CURE & STRIP PANNEL1 B-D,2-
01006	4D		11/10/80	11/10/80	11/13/80	11/13/80	EXCAVATE & LAGGING K,1-25
01004	2D	6D	11/10/80	11/18/80	11/11/80	11/19/80	TEMPORARY ROAD
01002	2W	2W	11/11/80	11/25/80	11/24/80	12/10/80	PREFAB COLUMNS & WALLS
01008	1W	6D	11/12/80	11/20/80	11/18/80	11/25/80	ELEVATOR CASING
01010	4D		11/14/80	11/14/80	11/19/80	11/19/80	FTGS Q,1-26
01014	1W		11/20/80	11/20/80	11/26/80	11/26/80	FTGS 2 & X
01012	4D	2W	11/25/80	12/11/80	12/02/80	12/15/80	LL2 WALLS K,1-15
01022	1W	14D	12/01/80	12/19/80	12/05/80	12/26/80	COLUMNS LL2 2 & X
01020	3D	8D	12/01/80	12/11/80	12/03/80	12/15/80	EXCAVATE & LAGGING 1,D-K
01018	4D		12/01/80	12/01/80	12/04/80	12/04/80	EXCAVATE MAT FTG
01016	4D	2W	12/03/80	12/17/80	12/09/80	12/22/80	LL2 WALLS K,15-26
01028	1W	8D	12/04/80	12/16/80	12/10/80	12/22/80	EXCAVATE & LAGGING 26,A-K
01024	[illegible]	2W	12/04/80	12/18/80	[illegible]	12/22/80	FTG 1,D-K
01032	2W	8D	12/05/80	12/17/80	12/19/80	12/31/80	FTGS B&A
01026	6D		12/05/80	12/05/80	12/12/80	12/12/80	FORM & REBAR MAT FTG
01030	4D	14D	12/08/80	12/29/80	12/11/80	01/01/81	PIT WALLS B-1&2-14
01034	4D	2W	12/09/80	12/23/80	12/12/80	12/29/80	LL2 WALLS 1,D-K
01040	4D	8D	12/11/80	12/23/80	12/16/80	12/29/80	FTGS 26,A-K
01038	4D	[illegible]	12/15/80	12/29/80	12/19/80	01/01/81	COLUMNS LL2,E-[illegible]-14
01036	3D		12/15/80	12/15/80	12/17/80	12/17/80	POUR MAT FTG
01052	3D	12D	12/17/80	01/05/81	12/19/80	01/07/81	FTGS Y
01044	4D	[illegible]	12/17/80	12/30/80	12/23/80	01/02/81	LL2 WALLS 26,D-K
01048	2D	3D	12/19/80	12/23/80	12/19/80	12/24/80	ERECT TOWER CRANE
01046	7D		12/18/80	12/18/80	12/29/80	12/29/80	NORTH SHAFT LL2
01050	4D	12D	12/19/80	01/07/81	12/24/80	01/12/81	COLUMNS LL2 [illegible] 15-25
01042	1W	[illegible]	12/19/80	01/01/81	12/26/80	01/07/81	COLUMNS LL2 [illegible]
01072	4D	3D	12/22/80	12/26/80	12/26/80	12/31/80	REMOVE RAMP
01056	4D	6D	12/23/80	01/05/81	12/29/80	01/09/81	LL2 WALLS 26 A-D
01062	3D	[illegible]	12/29/80	01/08/81	12/31/80	01/12/81	COLUMNS LL2 Y
01060	3D	3D	12/29/80	01/01/81	12/31/80	01/05/81	EXCAVATE & LAGGING A-A&1-25
01054	1W	[illegible]	[illegible]	01/23/81	[illegible]	01/23/81	PIT WALLS B-D & 2-19
[illegible]	1W	3D	12/30/80	01/02/81	01/05/81	01/07/81	SOG D-K 1-15
01058	7D		12/30/80	12/30/80	01/07/81	01/07/81	SOUTH SHAFT LL2
01094	3D	6D	01/01/81	01/13/81	01/05/81	01/15/81	EXCAVATE & LAGGING 1,A-D
01092	3D	3D	01/01/81	01/06/81	01/05/81	01/08/81	FTGS A-A&1-26
01098	4D	3D	01/06/81	01/09/81	01/09/81	01/14/81	LL2 WALLS A,15-26
01100	1W	6D	01/05/81	01/15/81	01/12/81	01/22/81	COLUMNS LL2 A,2-25
01102	3D	6D	01/05/81	01/16/81	01/08/81	01/20/81	FTGS 1,A-D
01066	2W	3D	01/05/81	01/09/81	01/19/81	01/22/81	FORM SLAB LL1 D-K & 1-15
01064	3D		01/08/81	01/08/81	01/12/81	01/12/81	PIT WALLS A-H & 17-19
01120	4D	3D	01/12/81	01/15/81	01/15/81	01/20/81	LL2 WALLS A,1-15
01122	4D	8D	01/13/81	01/23/81	01/16/81	01/28/81	PIT WALLS A-A1/24&18-26
01070	1W		01/13/81	01/13/81	01/19/81	01/19/81	SOG D-K & 15-26
01130	4D	3D	01/16/81	01/21/81	01/21/81	01/26/81	LL2 WALLS 1,A-D
01128	6D	8D	01/19/81	01/29/81	01/26/81	02/05/81	SOG A-D&15-26
01078	2W		01/20/81	01/20/81	02/02/81	02/02/81	FORM SLAB LL1 D-K & 15-26
01068	1W	3D	01/20/81	01/23/81	01/26/81	01/29/81	P,RSP SLAB LL1 D-K& 1-15

9198

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

March 17, 1981

CON 5

Todd Building Company
P. O. Box 160
Roseburg, OR 97470

Gentlemen:

Re: Justice Center Phase #2
FAP No. I-205-7(76)312
Contract No. 9198

Your request for additional contract time to complete the above referenced project has been reviewed. A careful analysis of the data furnished with your request and of the project records does not indicate that Price Agreements 3 or 4 actually affected the time necessary for completion of work under this contract.

Your request for two additional calendar days to complete the contract is denied. The specified time will remain at 150 calendar days.

If you have any questions on this decision, please contact the Construction Manager.

Very truly yours,

O. B. Jackmond
For C. T. Keasey
Ass't. State Highway
Engineer

KM:mk

bc: H. S. Coulter/att.
R. W. Ellison
J. P. McCarthy
Robert Church
FHWA/att.

RECEIVED
STATE HWY ENGR
MAR 18 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3123

Turner Construction Company
1221 S.W. First Avenue, Portland, Oregon 97204
Telephone (503) 224-3057

Turner

February 4, 1981

Mr. Robert Ellison
Department of Transportation
Rm 110, Right of Way Section
Salem, OR 97310

Re: Justice Center - Portland

Gentlemen:

Attached please find Time Extension Request dated 12/29/80 from Todd Building Company, with two supporting Todd letters dated 12/29/80. We recommend that no time extension be granted for this request for the following reasons:

P.A. #3: This is a general revision to the structural drawings. Added work primarily concerned Dwg. S-18, revision 2, where additional reinforcing steel was added to columns.

Todd's supporting letter makes no mention of fabrication delays associated with this change, and our records indicate that there would be no basis for such a contention.

Todd does mention 14 mandays of labor associated with this change. We have already agreed that this is a reasonable extra cost to the project; we do not think that these extra mandays will delay Todd's contract completion time.

The extra column resteel is distributed over numerous columns and several working levels. There is and there will be ample time to schedule any additional manpower required to accomplish this work within the same time frame as required by the original work.

In addition, column cages are being pre-fabricated in advance of installation, which allows even more latitude in scheduling.

P.A. #4: This change required minor field modification to pilaster column side forms along the K line wall, LL2. Contrary to Todd's contention of interruption to orderly sequence, form modification was performed concurrent with installation of adjacent wall panels. This was specifically observed by Turner field staff at the time of installation.

Enclosure (6)

In addition, construction of K line walls was not a critical path activity. A one day delay or advance here would not result in a change to actual contract completion.

Sincerely,

R. F. Oberlander
Project Superintendent

Enclos. as noted

File: Claims, Todd

RFO:cn

Turner Construction Com[illegible]y
1221 S.W. First Avenue, Port[illegible], Oregon 97204
Telephone (503) 224-3057

Turner

December 31, 1980

Mr. Gordon Todd
Todd Building Company
P. O. Box 19265
Portland, OR 97219

Re: Justice Center - Portland
Time Extensions

Dear Mr. Todd:

We are in receipt of your signed Price Agreements Nos. 2, 3 and 4. We also acknowledge your cover letters protesting our denial of time extension on Price Agreement Nos. 3 and 4.

We must again request that time extensions be submitted on the appropriate state forms previously given to you. Your protesting of our denial of time extensions cannot be reviewed by the State unless the proper paper work is submitted.

We do expect to act and resolve each claim as it is submitted. We are sure you are also aware that we have not received a final schedule from which to make any reasonable assessment of critical activities to justify time extensions.

As stated earlier, we are not opposed to granting time extensions where justified. However, you must support the request with sufficient back-up data. The fact that we request additional work is not in itself grounds for time extensions.

Very truly yours,

John P. McCarthy

J. P. McCarthy
Project Manager

File: Todd Correspondence
CII-2
-8
-10

TODD BUILDING COMPANY
GENERAL CONTRACTORS

PORTLAND OFFICE
P. O. Box 19265
9414 S.W. Barbur Blvd.
PORTLAND, OREGON 97219
503/245-1355

MAIN OFFICE
P. O. Box 160
3099 N.E. Diamond Lake Blvd.
ROSEBURG, OREGON 97470
503/672-8271

RECEIVED
DEC 30 1980
TURNER CONST., PORTLAND

Turner Construction Company
1221 S.W. First Avenue
Portland, OR 97204

RE: JUSTICE CENTER

Gentlemen:

Enclosed is Price Agreement #3 signed by us under protest because you have modified our quotation to omit the one day time extension and our job costs of $493.00. This additional work adds 25,900 pounds of rebar and 14 man days of labor that was not anticipated at time of bidding.

We therefore reserve the right to appeal your modification of our proposal.

Yours very truly,
TODD BUILDING COMPANY
By Gordon T. Todd
Gordon T. Todd, Manager
Portland Division

29 December 1980

cc: Project Office
Roseburg Office

GTT/dw

Encls.

Enclosure (5)

AN EQUAL OPPORTUNITY EMPLOYER

TODD BUILDING COMPANY
GENERAL CONTRACTORS

PORTLAND OFFICE
P. O. Box 19265
9414 S.W. Barbur Blvd.
PORTLAND, OREGON 97219
503/245-1355

MAIN OFFICE
P. O. Box 160
3099 N.E. Diamond Lake Blvd.
ROSEBURG, OREGON 97470
503/672-8271

Turner Construction Company
1220 S.W. First Avenue
Portland, OR 97204

RE: JUSTICE CENTER-Phase II

Gentlemen:

Enclosed is Price Agreement #4 signed by us under protest because you have modified our quotation to omit one day time extension and our job costs of $493.00.

This added work required revisions to already constructed forms, interruption of orderly sequence and added material to handle.

We therefore reserve the right to appeal your modification of our proposal.

Yours very truly,
TODD BUILDING COMPANY
By Gordon T. Todd
Gordon T. Todd, Manager
Portland Division

29 December 1980

RECEIVED
DEC 30 1980
TURNER CONST., PORTLAND

cc: Project Office
Portland Office
Roseburg Office

GTT/dw

Encls.

Enclosure (6)

9198

TODD BUILDING COMPANY
GENERAL CONTRACTORS

3099 N. E.
DIAMOND LAKE BLVD.

P. O. BOX 160
ROSEBURG, OREGON 97470

(AREA CODE 503)
672-6271

February 2, 1981

DEPARTMENT OF TRANSPORTATION
Transportation Department
Salem, OR 97310

RE: JUSTICE CENTER, PHASE II

Gentlemen:

Our auditors, Coopers & Lybrand, 2700 First National Bank Tower, Portland, Oregon 97201, are making an examination of our financial records and wish to obtain direct confirmation of your account with us as of December 31, 1980. As of that date our records show the following:

		TOTAL	EXCEPTIONS
1.	Total contract amount and approved change orders to December 31, 1980	$ 2,622,640.43	
2.	Total amount of progress billings to December 31, 1980	$ 553,382.43	
3.	Amount remitted to Dec. 31, 1980	.00	
4.	Amount due at December 31, 1980	$ 553,382.43	
5.	Amount due consists of:		
	Current estimate	$ 525,713.31	
	Retainages	27,669.12	
		$ 553,382.43	

There are no problems concerning the job which requires litigation.

Please compare the above with your records and noting any exceptions, sign and return this confirmation directly to our auditors. For your convenience, a reply paid envelope is enclosed. Your prompt attention to this request will be appreciated.

Very truly yours,

TODD BUILDING COMPANY
By R D Sherman
R. D. SHERMAN

The above information is correct:

Signature

Title

Date

RECEIVED
STATE HWY ENGR
FEB 10 '81
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

Orig. to

RECEIVE
DOT DIRECTO
FEB 9 '81
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act

#9198

ROW 12

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey, Assistant
State Highway Engineer

DATE: November 13, 1980

FROM: R. W. Ellison R. W. Ellison
Project Manager

SUBJECT: Justice Center
Contract 9198
Extra Work Order #1
File 46993
FAP No. I-205-7(8)311
(JAIL)

E. S. HUNTER

Attached is Extra Work Order #1 for the subject project. Unsuitable foundation material was encountered at elevation shown for the perimeter wall footing along 2nd Avenue. Over excavation (excavation below elevation shown) to the underlying gravel layer and backfilling with lean-mix concrete is necessary to provide suitable foundation material for the wall footing. An estimate of cost and complete description of the work is attached.

Your approval of this order is requested.

RWE:jh
attach.

cc: E. S. Hunter ✓

RECEIVED
TECHNICAL SERVICES

NOV 13 '80

REFER TO

FOR

Info	Inves	K/D	D/H	Sign	Act	File

9198

10/30/80

For Federal Aid Project see 9122.

9175

P

Contract #
9198.

THE CITY OF
PORTLAND
OREGON

OFFICE OF
GENERAL
SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4081

October 2, 1980

Mr. Robert W. Ellison
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Bob:

Transmitted herewith is a copy of a report to the City Council submitted by Commissioner Charles Jordan recommending Council approval of Bid Package II, Substructure, City/County Justice Center. The report appeared on the Council calendar on October 1, 1980, Calendar Item 3561, and was adopted by the Council.

Sincerely,

Earl

Earl Bradfish
Director

EB/rh

Encl: Council Calendar Item 3561

THE CITY OF
PORTLAND
OREGON

OFFICE OF
GENERAL
SERVICES

ROOM 400, CITY HALL
1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4081

MEMORANDUM

September 26, 1980

To: Commissioner Charles Jordan

From: Earl Bradfish, Director
Office of General Services

Subject: Bid Package II, Substructure, City/County Justice Center

On Thursday, September 25, 1980, the State of Oregon received bids for the substructure work required as part of the City/County Justice Center Project which was conditionally approved by the City Council on August 7, 1980. The apparent low bidder is Todd Building Company with a bid of $2,576,000. This amount is 26% less than the construction manager's estimate for the work. Acceptance of the low bid will reduce the City's share of the project costs by approximately $200,000.

The City/State Justice Center agreement provides that the City and State shall agree on a Guaranteed Maximum Price the City shall pay for that portion of the Justice Center devoted to the City's police functions. Further, the City shall pay only those cost increments related to additional space and services required in the project by the City. It is anticipated that such Guaranteed Maximum Price will be submitted to the City within two weeks. However, the State wishes to award the substructure contract prior to a Guaranteed Maximum Price agreement.

In order not to delay the project, it is recommended that the City approve the award of the Substructure Bid Package to the lowest responsive bidder with the understanding that such approval does not indicate acceptance of a Guaranteed Maximum Price that is yet to be submitted to the City by the State.

TO THE COUNCIL:

Your Commissioner of Public Safety concurs with the recommendation of the Director of the Office of General Services, and

Recommends:

That the Council approve the award of a contract to the lowest responsive bidder for substructure work.

Respectfully submitted,

Charles Jordan/ux
Charles Jordan
Commissioner of Public Safety

9178

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

DATE: September 26, 1980

TO: File

FROM: J. B. Boyd
Right of Way Manager

J B Boyd

SUBJECT: Decision to Proceed
With Bid Opening
Phase II
Justice Center
File 46993
FAP No. I-205-7(8)311 (JAIL)

NOTED
E. S. HUNTER

see: Sandy Glenn [illegible]

On Tuesday, September 23, we had still not received a copy of the class action suit filed on September 8, in U.S. District Court against the County. We requested a copy be placed on the shuttle and it arrived about 11:00. Copies of it were dispersed to Mr. Jack Sollis, Mr. E. S. Hunter, and later in the afternoon, to Mr. Glen Green.

Mr. E. S. Hunter did considerable research discussing the problem with Bill Nessly, and others in the Department. It appeared that the lawsuit did not offer any impediments to the opening of bids for the foundation contract on Thursday.

Mr. Tuck Wilson was contacted, and he related their conversations with Judge Burns on Monday. It was his recommendation that the contract for the foundation be opened as scheduled. Judge Burns had indicated a trial in December which would be before our intended contract letting in December and January. The problem was discussed with Mr. Glen Green by Mr. E. S. Hunter; he also concurred in proceeding with the bid opening.

JBB:jh

cc: E. S. Hunter
Jack Sollis
Glen Green
Tuck Wilson
Earl Bradfish
Bob Ellison

RECEIVED
TECHNICAL SERVICES
SEP 26 '80
REFER TO
Info Inves

Contains
Recycled
Materials

9138

ROW 12

VICTOR ATIYEH
[illegible]

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 26, 1980

In Reply Refer to
File No.:

Tuck wilson, Director
Department of Justice
1021 S.W. 4th Avenue
Portland, Oregon 97204

Earl Bradfish, Director
Office of General Services
City of Portland
Rm. 400 - 1220 S.W. 5th Ave.
Portland, Oregon 97204

RE: Justice Center
Foundation & Substructure
Receipt of Bids
File 46993
FAP No. I-205-7(8)311 (JAIL)

NOTED
E. S. HUNTER

Gentlemen:

Attached is a tabulation of bids received for the subject project on September 25, 1980. This is the same information you received verbally on that date.

This letter is confirmation of my verbal request of September 25, for your written approval to award the Foundation and Substructure contract to the low bidder, Todd Construction Company.

Very truly yours,

R. W. Ellison

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: Tom Walsh w/attach.
E. S. Hunter w/attach. ✓
D. H. Moehring w/attach.
J. B. Boyd w/attach.
G. L. Green w/attach.
John McCarthy w/attach.
Jack Cornwall w/attach.

RECEIVED
TECHNICAL SERVICES
SEP 26 '80
REFER TO

Form 734-3122

1	TODD BUILDING COMPANY ROSEBURG OR 97470	2,576,000.00	01 435
2	MOCON CORPORATION SALEM OR 973[illegible]	2,683,478.00	01 220
3	DONALD M DRAKE, CO PORTLAND OR 9720[illegible]	2,888,000.00	01 103
4	HANNAN BROS CONSTRUCTION, INC PORTLAND OR 972[illegible]	2,977,777.00	01 131
5	[illegible] CONSTRUCTION COMPANY EUGENE 974[illegible]	3,096,000.00	01 808

Bids rec'd for Justice Center
foundations and substructure
on Sept 25, 1980

R.W. Ellison

9198 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 JAIL
City/County Justice Center
(Your ROW 12 dtd 8-28-80)

Date: September 17, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Boyd's August 28, 1980, memorandum requests a time extension of Phase II, Supplement No. 1 of the State-County Agreement.

Inasmuch as we have now passed the date which we expected to have the jail design finalized, and there will still be decisions to be made until Phase II work is completed, it is only reasonable to extend the time.

Accordingly, I approve a time extension of this agreement to coincide with the completion of Phase II. The conditions listed in my memorandum of September 18, 1979 still apply.

G L Green
G. L. Green

cc:
ODOT (J B Boyd, R/W)
OSHD (R W Ellison, Proj Mgr)

RECEIVED
STATE HWY ENGR
SEP 18 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROW 12

August 28, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: City/County Justice Center
State/County Agreement
Phase II - Supplement No. 1
File 46993
FAP No. I-205-7(8)311 (JAIL)

The attached letter from Multnomah County requests amendment of the completion date shown in Exhibit "A" of the Phase II Agreement, Rocky Butte Relocation Project, Supplement No. 1 (executed July 16, 1979) between the State and County. The specified completion date is shown as the end of August 1980 in the first paragraph under the heading "Phase II Budget."

The project has been buffeted by delays which will cause the end of Phase II to occur sometime after the first of calendar year 1981.

Extending the completion date of this agreement to coincide with the actual completion of Phase II will not require additional funds. The unused funds remaining in the budget shown in the Phase II Agreement will cover planned expenditures through the end of Phase II.

Your approval for extending the completion date of the subject agreement to coincide with the actual completion of Phase II is requested.

RWE:mk

bc: F. B. Klaboe✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
DOT DIRECTOR
SEP 2 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
F. B. KLABOE

MULTNOMAH COUNTY OREGON

DEPARTMENT OF JUSTICE SERVICES
ROOM 809, COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3701

DONALD E CLARK
COUNTY EXECUTIVE

August 27, 1980

Mr. J.B. Boyd
Right-of-Way Manager
Department of Transportation
Highway Division
Transportation Building, Room 117
Salem, OR 97310

Re: Amendment to the Phase II Agreement, Supplemental No. 1 - Rocky Butte Relocation Project R/W File 46993

Dear Bruce:

Multnomah County desires to amend Exhibit "A" of the above captioned agreement, executed on July 16, 1979, by extending the expiration date of the Budget to the end of Phase II. All provisions of Supplemental No. 1 shall remain in effect except for the estimated duration of the Phase II Budget.

At this time, there are no general category changes in the budget and no additional funds are requested. The requested amendment merely extends the time of the budget to the end of Phase II of the Project.

If you concur with this amendment to Exhibit "A" of the above captioned agreement, please notify this office. Thank you.

Very truly yours,

Brian

M. Brian Playfair
Department of Justice Services

MBP/tlt
cc: Tuck Wilson
Bob Ellison
Jack Chapman

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG 28 1980
M AM ADM CA RS
AS CE US TA RUC F

AN EQUAL OPPORTUNITY EMPLOYER

7178

Files

August 27, 1980

Zimmer Gunsul Frasca Partnership
111 S. W. Oak Street
Portland, OR 97204

AGR

MISC. CONTRACTS and
AGREEMENTS No. 5439

Gentlemen:

Attached for your records is a fully executed copy of Supplemental Agreement No. 3 covering the printing of informational plans for the substructure of the Justice Center.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (xerox of agree. att.)
J. B. Boyd "
Bob Ellison "
Adele Egan " Will this be on Mr. Boyd's delegated authority report for this month?

9-4-80 Should this have been on Mr Boyd's report?

From - Jack Sallis sig'd [illegible] 80 [illegible]

ROW 12

NOTED
E. S. HUNTER

August 27, 1980

Jack Cornwall
Project Architect
Zimmer Gunsul Frasca
Partnership
111 S.W. Oak Street
Portland, Oregon 97204

RE: City/County Justice
Center
Supplemental Agreement
No. 3
Print Informational Plans
File 46993
FAP No. I-205-7(8)311 (JAIL)

MISC. CONTRACTS and
AGREEMENTS No. 5439

Dear Jack:

Attached for your files is an original signed copy of Supplemental Agreement No. 3 covering the printing of informational plan sheets for the foundations and substructure bid package.

[illegible]

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
enc.

cc: E. S. Hunter w/attach. ✓

RECEIVED
TECHNICAL SERVICES
AUG 29 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

August 25, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 3
File 46993 Jail
FAP No. I-205-7(8)311

The original State/Architect agreement (dated January 28, 1980) for the design of the Justice Center was supplemented (supplemental #2) to print the plans for foundation and substructure contract. It is now deemed advisable to print informational plans to add to the contract plans for clarification. Printing of informational plans for the substructure which is to be advertised soon, is the subject of the enclosed Supplemental Agreement No. 3.

The informational plans required include, 200 half-size sets (17"x22") and the 12 small sets 11"x18" which are required for FHWA records. This work will be done by the printer who printed the previous plans.

The addition of this work in an amount not to exceed $425 increases the limitation of architectural services under the original agreement previous supplements, and this supplement to an amount not to exceed $2,549,025.

We request your concurrance of the verbal approval for this work received from Robert Pillsbury on August 21, 1980.

RWE:mk
Attachments

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. F. Skoog
R. W. Ellison

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
AUG 2 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Architecture/Planning/Interior Design

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
111 S.W. Oak Portland, Oregon 97204
503/224-3860 Cable: ZGFOREGON

RECEIVED
STATE HWY ENG
JUN 3 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

May 29, 1980

NOTED
H. S. COULTER

46993

Oregon Department of Transportation
Oregon State Highway Building, Room 110
Salem, Oregon 97310

Copy
#9122

Attention: Mr. Bob Ellison, Project Manager

Reference: Job No. 6027, Justice Center

R

Gentlemen:

As discussed with you on Thursday, May 15, and again with you and John McCarthy on Monday, May 19, the completion schedule for Construction Documents for the below grade structure will move forward from May 27, as originally scheduled, to July 1. This represents an adjustment in schedule of five weeks.

The reasons for this schedule shift are two:

1) The original May 27 date was viewed from the outset by our structural consultant, kpff, as nearly unobtainable.

2) The failure to obtain decisions from owners due in part to budgetary concerns has slowed progress.

The new Construction Schedule for Phase I and Phase II Preliminary, developed by Turner Construction Co. and issued 5/15/80, indicates that Phase I Excavation and Shoring will complete during the second week in September and that construction for Phase II substructure can begin at that point. The previous construction schedule developed by Turner indicated that this point in time would be approximately July 7. This point in time has moved forward by more than 9 weeks, due, as we understand, to delay in demolition of the Lenox Hotel, and to other factors beyond our control.

It appears then, that our new date for completion of below grade structure documents, July 1, is still ahead of the scheduled need for these documents.

It is our intent, however, to complete on July 1 and to not be influenced by any construction delays.

Yours truly,

ZIMMER GUNSUL FRASCA PARTNERSHIP

Jack Cornwall /DB

Jack Cornwall
Associate Partner

CC WALSH
CC-Klaboe
Coulter
HUNTER
GREEN

RIGHT OF WAY ADMINISTRATION
RECEIVED
1980

Members American Institute of Architects
Partners Norman C. Zimmer FAIA Brooks R. W. Gunsul AIA Robert J. Frasca FAIA Brainard Joy Gannett AIA Gary H. Larson AIA
Associate Partners Gregory S. Baldwin AIA Raymond A. Boucher AIA Jack Cornwall Arthur DeRungs Daniel J Huberty AIA
Robert M Mickelson AIA Wallace W. Roeder AIA John A. Moll
Associates Don Hart, P.E. Lee F. Kilbourn CSI William T Parker, Jr. AIA Larry S. Bruton James W. Bostwick

Copy given to John McCarthy 6/2/80 (F)

4198

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

Highway
DEPT

378-6299
TELEPHONE

TO: E. S. Hunter, Technical Services Engineer

DATE: May 28, 1980

FROM: R. W. Ellison
Project Manager Bob

NOTED
E. S. HUNTER

SUBJECT: Justice Center
File 46993
FAP No. I-205-7(8)311
Cash Flow Studies
Assuming Project Delay

Attached for your information are two additional cash flow studies by our Construction Manager, Turner Construction Company.

The first study assumes that bid opening for the construction of foundations and substructure (Phase II) plus construction of the remainder of the building (Phase III) will be delayed until March 1981. The second study assumes that only the bid opening for Phase III will be delayed until March 1981.

RWE:mk
Attachments

RECEIVED
TECHNICAL SERVICES
MAY 29 '80
REFER TO
FOR
Info Inves Act

2033 Sixth Avenue, Seattle shington 98121
Telephone (206) 624-7101

Turner

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 2 1980
M AM ADM RS
PS CL CS IA

TRANSMITTAL

TO: J. Bruce Boyd
Right of Way Manager
Department of Transportation
Room 120 Right of Way Section
Salem, OR 97310

ATTN:

Date 20 May 1980

Transmittal No. 9-80

RE: Cash Flow Studies

CONT. NO. KK3663M

We are sending you herewith ☒ Under separate cover ☐ By: Via Bob Ellison

NO. OF COPIES	DRAWING NO.	REVISED OR DATED	DESCRIPTION
1	-------	20 May	Cash Flow Study, Phase II & III Delayed
1	-------	20 May	Cash Flow Study, Phase III Delay, Fall Pre-purchase of material included

Note: Phase II = Foundations & Substructure to Sidewalk.
Phase III = Remainder of Bldg.

Transmitted for: ☐ Approval ☐ Correction ☐ Files ☒ Information ☐ Estimate ☐ Signature ☐ Comment

Remarks: The changes we discussed have incorporated into both distributions:
(a) Phase III Delayed - duration 24 months
(b) Phase II & III Delayed - Escalation divided into sections.

Copies to:
Turner File

TURNER CONSTRUCTION COMPANY

By D. A. Fencl
D. A. Fencl
Project Engineer

20 May 80

Phase II & III DELAYED: (Bids opened March, 1981)

Construction Costs:

Total Budgeted Amount		$45,200,000
Deduct Phase I Cost		- 750,000
Remaining Value Ph II & III		44,450,000
Escalation:	Ph II ($3.5 mil x 1% x 9 mo.)	+ 315,000
	Ph III ($44.45 mil x 1% x 6 mo.)	+2,457,000
Escalated Value Ph II & III		47,222,000
Include:	Phase I Costs	750,000
Total Escalated Value of Construction		$47,972,000

Phase II & III Projection-26 months-Note Duration 4 mo. savings in projected performance period.

Consultants:

Architect:	Fee-Initial	2,772,000
	Anticipated Add. Effort	200,000
	Projected A/E Costs	$2,972,000
Construction Manager:	Fee-Initial	1,600,000
	Anticipated Add. Effort	200,000
	Projected C.M. Costs	$1,800,000

Misc.	5,628,000
Total	$58,372,000

Prepared by:

D. A. Fencl
Project Engineer

Phase II & III delayed

	TOTAL	Construction Manager	Architect	Construction	Misc.
1980	211,000		211,000		
	231,000	20,000	211,000		
	261,000	50,000	211,000		
	397,333	30,000	211,000		156,333
	403,333	30,000	211,000	6,000	
	566,133	50,000	211,000	148,800	
	546,133	30,000	211,000	148,800	
	546,133	30,000	211,000	148,800	
	566,133	50,000	211,000	148,800	
	546,133	30,000	211,000	148,800	
	397,333	30,000	211,000		
	417,333	50,000	211,000		
1981	236,333	50,000	30,000		
	236,333	50,000	30,000		
	236,333	50,000	30,000		
	516,333	50,000	30,000	280,000	
	596,333	50,000	30,000	360,000	
	1,076,333	50,000	30,000	840,000	
	1,076,333	50,000	30,000	1,120,000	
	1,636,333	50,000	30,000	1,400,000	
	1,996,333	50,000	10,000	1,780,000	
	2,176,333	50,000	10,000	1,960,000	
	2,556,333	50,000	10,000	2,340,000	
	2,699,333	50,000	10,000	2,483,000	
1982	2,701,333	50,000	10,000	2,485,000	
	2,701,333	50,000	10,000	2,485,000	
	2,701,333	50,000	10,000	2,485,000	
	2,701,333	50,000	10,000	2,485,000	
	2,701,333	50,000	10,000	2,485,000	
	2,701,333	50,000	10,000	2,485,000	
	2,701,333	50,000	10,000	2,485,000	
	2,701,333	50,000	10,000	2,485,000	
	2,701,333	50,000	10,000	2,485,000	
	2.701,333	50,000	10,000	2,485,000	
	2,701,333	50,000	10,000	2,485,000	
	2,286,333	50,000	10,000	2,070,000	156,333
1983	1,931,337	40,000	10,000	1,725,000	156,337
	1,586,337	40,000	10,000	1,380,000	156,337
	1,241,337	40,000	10,000	1,035,000	156,337
	735,000	40,000	5,000	69,000	
	395,000	40,000	5,000	35,000	
	58,372,000	1,800,000	2,972,000	47,972,000	5,628,000

20 May 80

Phase III Delayed (Bid opened March, 1981)

Construction Costs Development:

Total Budgeted Amount		45,200,000
Deduct:	Phase I	- 750,000
	Phase II	-3,500,000
	Pre Purchase Material	-6,000,000
Remaining Value Phase III		34,950,000
Escalation Assoe w/Delay (1%/mo. x 3 mo.)		1,050,000
		35,000,000
Include	Phase I	750,000
	Phase II	3,500,000
	Pre Purchase	6,000,000
Total		45,250,000

Phase II Projection:

7 Mo. Duration

Configuration: Standard Trapezoid

Phase III Projection:

24 Mo. Duration

Configuration: Standard Trapezoid

Note: Pre-Purchase of Material in fall 6,000,000

Total spread over 3 mo $2 mil/mo. - Oct - Dec 80

Consultants:

A.E.	Initial	2,772,000
	Anticipated/Add Effort	200,000
		2,972,000
C.M.	Initial	1,600,000
	Anticipated/Add Effort	200,000
		1,800,000
Misc:		
	Unchanged	5,628,000
		55,650,000

Prepared by

D. A. Fencl

D. A. Fencl

Phase III Delayed 20 May 80

	TOTAL	Construction Manager	Architect	Construction	Misc.
	211,000		211,000		
	231,000	20,000	211,000		
	261,000	50,000	211,000		156,333
	397,333	30,000	211,000		
1980	403,333	30,000	211,000	6,000	
	582,800	50,000	211,000	321,800	
	909,300	30,000	211,000	668,300	
	1,251,133	30,000	211,000	853,800	
	1,114,800	50,000	211,000	853,800	
	3,094,800	30,000	211,000	2,853,800	
		30,000	211,000	2,519,500	
	2,590,333	50,000	211,000	2,173,000	
	236,333	50,000	30,000		
	236,333	50,000	30,000		
	236,333	50,000	30,000		
1981	416,333	50,000	30,000	180,000	
	616,333	50,000	30,000	360,000	
	776,333	50,000	30,000	540,000	
	956,333	50,000	30,000	780,000	
	1,136,333	50,000	30,000	900,000	
	1,296,333	50,000	10,000	1,080,000	
	1,576,333	50,000	10,000	1,360,000	
	1,756,333	50,000	10,000	1,540,000	
	2,008,333	50,000	10,000	1,792,000	
	2,114,333	50,000	10,000	1,898,000	
	2,114,333	50,000	10,000	1,898,000	
	2,114,333	50,000	10,000	1,898,000	
	2,114,333	50,000	10,000	1,898,000	
	2,114,333	50,000	10,000	1,898,000	
	2,114,333	50,000	10,000	1,898,000	
1982	2,124,333	60,000	10,000	1,898,000	
	2,124,333	60,000	10,000	1,898,000	
	2,124,333	60,000	10,000	1,898,000	
	2,124,333	60,000	10,000	1,898,000	
	2,124,333	60,000	10,000	1,898,000	
	2,101,833	50,000	12,500	1,883,000	
	1,833,837	50,000	12,500	1,615,000	156,337
	1,563,837	50,000	12,500	1,345,000	156,337
1983	1,025,837	50,000	12,500	807,000	156,337
	55,650,000	1,800,000	2,972,000	45,250,000	5,628,000

9118

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 23, 1979

In Reply Refer to
File No.:

Zimmer Gunsul Fransca Partnership
111 SW Oak Street
Portland, Oregon 97204

SUBJECT: Rocky Butte Jail Relocation
Justice Center
File 46993
FAP No. I-205-7(8)311

Attention: Jack Cornwall

Gentlemen:

Enclosed for your use are copies of the following agreements relative to the subject project.

1. Phase II Agreement between Multnomah County and the State, dated 26 March 1979.

2. Project Management Agreement between Multnomah County and the the State, dated 5 November 1979.

3. Project Management Agreement between City of Portland and the State, dated 1 September 1979.

The Phase II Agreement between County and State contains exhibit "C" which outlines the conceptual net square footage for the various areas to be included in the Rocky Butte Jail replacement portion of the Justice Center as agreed to by the County and State. These areas are to be used unless otherwise approved by the State.

Financial arrangements for other additional space required by the County (courts, etc.) are outlined in the Project Management Agreement between the County and State.

Financial arrangements for facilities required by the City are outlined in the Project Management Agreement between the City and State.

Very truly yours,

R.W. Ellison

Robert W. Ellison
Project Manager

RECEIVED
TECHNICAL SERVICES
NOV 23 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RWE:mk
Attachments

cc: Tom Walsh
✓E. S. Hunter
Glen Green
Tuck Wilson
John McCarthy-Northwest Turner Inc.-w/attach.

Form 734-3122

9188

STATE OF OREGON **INTEROFFICE MEMO**

Rocky Butte Relocation 378-2869
DEPT TELEPHONE

TO: The File DATE: October 25, 1979

FROM: J. E. Chidsey, Project Manager
Rocky Butte Relocation

SUBJECT: FHWA Comments
Downtown Detention Center
Rocky Butte Relocation
I-205-7(8)311
R/W File 46993A

The following is a review of and comments to various Federal Highway Administration memos regarding agreements pertaining to the Downtown Detention Center to replace the Rocky Butte Jail.

August 10, 1979 memo covering a supplemental agreement to the Phase II Agreement between the County and the State dated March 26, 1979.

1. "Article I, item 7 of the original agreement stated in part, 'The actual number of housing units allocated to items 2 and 3 described in the proceeding sentence will be within the discretion of the County'. FHWA's concurrence is with the understanding that the major facility will be constructed at the Lenox Block."

Comment: The major facility is being built on the Lenox Block. At this time no other facility is being considered.

2. "Article I, item 8 of the original agreement concerns the funding concept for units that might be built at a CSO facility. The agreement indicates that the method of funding will be determined by proper bidding procedures and '...those elements of change agreed to in writing during construction ...'. Our concurrence is with the understanding that the change orders will be evaluated individually to determine whether or not they should be included in the method of funding from CSO. FHWA participation in any units that might be built at the CSO facility will be made at the time the facility's constructed."

Comment: Since the CSO is no longer being contemplated, nothing further need be said.

3. "Article II, item 2 of the original agreement indicates that the State will underwrite participation in 400 housing units plus 30 special housing units. FHWA's participation is limited to 430 housing units. Inasmuch as the space requirements for special housing units substantially exceed the

area required for regular housing units, the extent of Federal participation must be determined early in the design stage."

Comment: Special housing units do not include day room or cafeteria provisions. Consequently, total space requirements for the 30 units will be at the same or less magnitude as the regular units.

4. "Article II, item 2 of the original agreement outlines the State's participation in an intake/release center. FHWA's participation in this cost is limited to replacing the functions of Rocky Butte Jail which, in the conceptual study, total approximately 5,070 net square feet and principally involve temporary detention dress in, dress out, release center, etc. In addition FHWA will not fund the cost of recog offices totaling 720 net square feet."

Comment: The intake/release center area is fully resolved between the State and the County.

5. "Concerning article III of the original agreement, a supplemental agreement will have to be executed to implement item 7 concerning County's actual cost."

Comment: This item was covered by Supplemental Agreement No. 1.

6. "Exhibit 'C' of the original agreement outlined the net square footage agreed to by the State as representing functional replacement. Our concurrence is with the understanding that the net square footages are in conceptual form only and will need refinement at the design stage. FHWA will expect support for the size of functional areas outlined on the attached sheet."

Comment: The design process will refine the net areas as required. The size of these areas may be reduced or increased slightly. It is assumed that the FHWA will not argue over nominal increases any more than they will over nominal decreases.

7. "Article I, item 10 of the original agreement indicated there would be an environmental negative declaration. In the event that a different type of environmental document is required this agreement would require amendment."

Comment: Since the enviromental document is approved, we can see no reason to amend the original agreement to change the name of this document. It has no bearing on the content of the agreement or effect of the project.

8. "Supplemental Agreement No. 2 would make Federal and State funds entirely responsible for the demolition of the existing building on the lenox block as well as relocation costs. FHWA will participate in these costs on the basis of the County's allocated functional replacement space in the total building. The balance of the costs would be non-participating."

Comment: The matter of the FHWA participation in the demolition and relocation cost has been responded to in a letter to G. L. Green dated October 8,1979, by J. E. Chidsey.

It may be well to point out that most of these points were covered in a memo dated March 23, 1979.

September 18, 1979, memo covering the rough draft of the Phase III agreement between the County and the State.

1. "Paragraph 9, article I, on page four, should be changed to indicate that functional replacement funding is limited as outlined in my letter of August 10, 1979, item 8."

Comment: The comments on this item are contained above.

2. "Article Bi on page 7 should be amended to reflect the requirements of paragraph 5e(8) of FHPM 7-2-2(1)."

Comment: This has been included in a revision of this agreement.

Memo of September 18, 1979, concurring in the proposed Phase II Supplemental Agreement No. 1 between the County and the State.

1. "It is my understanding that the position of the Project Director has been eliminated and, therefore, the costs shown on the budget are not applicable."

Comment: No further actions required.

2. "Direct salary costs and payroll additions are shown for the County's Counsel staff. Such charges are generally not eligible for Federal participation as it is expected by the State, (in this case the County) be adequately staffed. An exception may be made to this if the Counsel presently charges his salary to specific identifiable projects or prefixes."

Comment: This matter has been clarified.

3. "Direct salary costs and payroll additions are included for Corrections Review Committee. Such charges would be eligible if, in fact, the County must pay such personnel overtime or must pay replacement personnel at such times as the Correction Review Committee is not available to perform their existing jobs."

Comment: The County is aware of the requirements for charges on the Corrections Review Committee.

4. "The budget includes $5,000 for a full size model of a typical detention module. Insufficient information has been provided to justify this expenditure. If the entire module is considered, we believe a table size model will be appropriate."

Comment: The full size model of a typical denention modulus has been down-scoped to a scale model. It has been proposed that possibly a full size model of a typical detention cell may be necessary to insure that design of said cell is adequate. This will be determined at a later date.

5. "Indirect costs are shown in the amount of $9,117. These costs must be itemized before we can determine the extent of Federal participation."

Comment: The indirect cost item has been researched and the supporting data is on file in the Highway Division. This covers strictly administrative overhead chargeable to all projects, operations, et al of the County.

Memo dated September 24, 1979, commenting on a review of a final draft agreement of Phase III between the County and the State.

1. "Under Article I, item 9, on page 4, it is indicated that the demolition of the existing building would be eligible as functional replacement. As indicated to you in my letters of August 10, 1979 and September 18, 1979, FHWA will participate in the cost of the demolition and relocation on the basis of the County's allocated functional replacement space in the total building. The balance of such cost will be non-participating."

Comment: The demolition and the relocation of Lenox Block is covered as part of August 10, 1979 memo.

2. "Article VI on page 7 of the agreement outlines the procedures to be followed upon completion of the project. These dates should be satisfied that the paragraph as written, will meet the requirements of paragraph 5e(8) FHPM 7-2-2(1)."

Comment: Article VI is felt to comply with the applicable FHPM.

3. "Item 8 of Article II on page 4 indicates that the State is guaranteeing a maximum cost to the City and the County based upon the final cost estimate. Federal funding is limited to our pro-rata share of the eligible functional replacment cost."

Comment: The State's guaranteeing of a maximum cost to the City and County is for items not part of functional replacement. As a result, no FHWA participation is forthcoming and is strictly a matter between the State and the City and the County.

4. "The State is assuming the responsibility for handling the entire project for both the County and the City. Any costs incurred that do not relate to eligible functional replacement items would be non-participating. This would include the cost of State personnel engaged in the project for items other than functional replacement funding. The State should set up appropriate prefixes."

Comment: The only State personnel who will be charging on the project will be the Project Manager and his staff, if any. The size of the project is such that the Project Manager would be on board anyway. Inclusion of non-participating items in the project is secondary and any attempt to segregate costs on the basis of what is and what is not participating would be complex and result in a guess estimate. Since no reimbursement is provided to the County for their personnel working on functional replacement portion of the project, it is felt that the cost to the FHWA will balance out in favor of the State and the FHWA.

5. "Item 2 of Article IV of page 7 indicates that a cost of $400,000 for 'Intake Space' which has been determined to be an ineligible betterment. The Agreement, as written, does not commit FHWA to a position that the amount of ineligible betterment is $400,000. The amount not eligible for GHWA funding must be based upon more detailed design information and cost estimating."

Comment: This matter has been previously commented upon. See FHWA memo of August 10, 1979, item 4.

Memo of September 27, 1979, covering agreements and supplemental agreements.

> All matters in this memo have had action taken. The information requested in this memo has been forwarded to the FHWA.

Memo of October 5, 1979, reviewing the final draft of Phase III Agreement.

> "In addition to the comments in my letter of September 24, 1979, I wish to comment concerning item 5, article II, which states in part,'State shall be responsible for any additional construction costs resulting from State's erroneous instructions or judgements'. Considering this item, Federal funding is limited to our pro-rata share of the eligible functional replacement costs."

Comment: The one point mentioned is of the same subject mentioned in the memo of September 24, item 3.

JEC:mm

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd

RECEIVED
DOT DIRECTOR
OCT 25 '79
REFER TO
FOR
Info Invest R/D D/R Sign Act File

9198

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
TECHNICAL SE
SEP 24 '79
REFER TO
FOR
Info

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 18, 1979

In reply refer to: HRW-OR

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO
Hunter
FOR

SUBJECT: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Jail
Phase II Supplemental Agreement No. 1

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : ✓Mr. H. S. Coulter, State Highway Engineer

R

Project Manager Chidsey's letter of July 16, 1979, forwarded two executed copies of an agreement between the State and Multnomah County which established a budget for the direct expenses to be incurred by Multnomah County in administering Phase II of the Downtown Detention Center. I concur in the proposed budget subject to the following exceptions:

1. It is my understanding that the position of Project Director has been eliminated and, therefore, the costs shown in the budget are not applicable.

2. Direct salary costs and payroll additions are shown for the County's Counsel staff. Such charges are generally not eligible for Federal participation as it is expected that the State (in this case the County) be adequately staffed. An exception may be made to this if the Counsel presently charges his salary to specific identifiable projects or prefixes.

3. Direct salary costs and payroll additions are included for Corrections Review Committee. Such charges would be eligible if, in fact, the County must pay such personnel overtime or must pay replacement personnel at such times as the Correction Review Committee is not available to perform in their existing jobs.

4. The budget includes $5,000 for a full-sized model of a typical detention module. Insufficient information has been provided to justify this expenditure. If an entire module is considered we believe a table-sized model would be appropriate.

5. Indirect costs are shown in the amount of $9,117. These costs must be itemized before we can determine the extent of Federal participation.

Costs incurred subsequent to the approval date of July 16th by the Oregon Transportation Commission are eligible for Federal participation.

G. L. Green

G. L. Green

cc:
OSHD (J Boyd);(J Chidsey)
(D Swan);(F Lowe)

MISC. CONTRACTS & AGREEMENTS No. 5179

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1979

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice Services
Multnomah County Courthouse
1021 S.W. Fourth Avenue
Portland, Oregon 97204

RE: Phase II Agreement
Supplemental No. 1
Rocky Butte Relocation
Project
Rocky Butte Jail
I-205-7(8)311
R/W File 46993

Dear Tuck:

I am returning a fully approved copy of Supplement No. 1 to the Phase II Agreement of the Rocky Butte Relocation Project for the Jail. The Agreement has been approved subject to further evaluation of Non-Salary Costs No. 2. We would expect, prior to expenditure, a detailed explanation of the County's Evaluator Teams, the Schematic Design Critique Team, and the Mock-up Proposal. As discussed with you earlier, I failed to realize that this proposal involves the construction of an entire module and understood it was a single inmate cell. It is my belief that a scale model, on a scale of 1 to 12 or something similar, would satisfactorily accomplish the same purposes as indicated in the Agreement.

We will appreciate your assistance in reviewing these matters. The Federal Highway Administration has also questioned the propriety of charging for County Counsel, considering this is an administrative responsibility of the County. I do not believe that this is a serious problem and can be satisfactorily settled between the County and the State.

I am sorry this Agreement has taken such a long time to return to you. I am returning it prior to receiving final Federal concurrence in order that you may satisfactorily settle your problems with your budget offices.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jk
enc.
cc: Tom Walsh
F. B. Klaboe
Scott Coulter
E. S. Hunter
Jim Chidsey
Glen Green
Cecil Head w/attach.

Form 734-3122

MISC. CONTRACTS and
AGREEMENTS No. 5439

August 15, 1979

Tuck Wilson, Director
Department of Justice Services
Multnomah County Courthouse
1021 S.W. Fourth Avenue
Portland, Oregon 97204

SUBJECT: Phase II Agreement
Supplemental No. 2
Rocky Butte Relocation
Project
I-205-7(8)311
R/W File 46993
East Portland Freeway

Dear Tuck:

I am returning to you the above subject Supplemental Agreement which has been concurred in subject to conditions in the attached letter from the Federal Highway Administration. The terms of our agreement that between the State of Oregon and Multnomah County are in no way altered by the conditions of this letter, but we will appreciate any assistance that you may give us in resolving these items of concern of the FHWA.

The FHWA has limited their participation in the pro rata cost in accordance with item 8 to the area occupied by the County's allocated functional replacement space in the total building. We can allocate these costs in the design process by virtue of the square foot occupied by the police and the courts versus the detention facility. I am sure the Oregon Transportation Commission will consider this a small accommodation for the extreme pressure that was placed on us and you to execute this agreement.

Thank you for your cooperation and we are still expecting concurrence in our Supplemental No. 1 to the Phase II Agreement which should be forthcoming soon.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:mk
attach.
cc: Chairman Yturri
Tom Walsh
H. S. Coulter
E. S. Hunter
Cecil Head-w/attach.
Jim Chidsey
Glen Green

9178.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Jail
Phase II Supplemental Agreement No. 2

DATE: August 10, 1979

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Project Manager J. A. Chidsey's letter of July 17, 1979, forwarded for our review and concurrence a supplemental agreement that was approved by the State's Transportation Commission without prior concurrence of FHWA. The Supplemental Agreement indicates that all provisions of the Phase II Agreement dated March 26, 1979, shall apply to construction of the Downtown Detention Center on the Lennox Block.

I have reviewed the agreement and concur subject to the following stipulations:

1. Article I, Item 7, of the original agreement stated in part "the actual number of housing units allocated to Items 2 and 3 described in the preceding sentence will be within the discretion of the County." FHWA's concurrence is with the understanding that the major facility will be constructed at the Lennox Block.

2. Article I, Item 8, of the original agreement concerns the funding concept for units that might be built at a CSO facility. The agreement indicates that the method of funding will be determined by proper bidding procedures and "...those elements of change agreed to in writing during construction...". Our concurrence is with the understanding that change orders will be evaluated individually to determine whether or not they should be included in the method of funding for the CSO. FHWA participation in any units that might be built at the CSO facility will be made at the time that the facility is constructed.

3. Article II, Item 1, of the original agreement indicates that the State will underwrite participation in 400 housing units plus 30 special housing units. FHWA's participation is limited to 430 housing units. Inasmuch as the space requirements for special housing units substantially exceed the area required for regular housing units, the extent of Federal participation must be determined early in the design stage.

4. Article II, Item 2 of the original agreement outlines the State's participation in an intake/release center. FHWA's participation in these costs is limited to replacing the functions of Rocky Butte Jail which, in the conceptual study, total approximately 5,070 net square feet and principally involve temporary detention, dress-in - dress-out, release center, etc. In addition, FHWA will not fund the cost of Recog Officers offices totaling 720 net square feet.

5. Concerning Article III of the original agreement, a supplemental agreement will have to be executed to implement Item 7 concerning County's actual cost.

6. Exhibit C of the original agreement outlined the net square footage agreed to by the State as representing functional replacement. Our concurrence is with the understanding that the net square footages are in conceptual form only and will need refinement at the design stage. FHWA will expect support for the size of functional areas outlined on the attached sheet.

7. Article I, Item 10, of the original agreement indicated there would be an environmental negative declaration. In the event that a different type of environmental document is required this agreement would require amendment.

8. Supplemental Agreement No. 2 would make Federal and State funds entirely responsible for the demolition of the existing building on the Lennox Block as well as relocation costs. FHWA will participate in these costs on the basis of the County's allocated functional replacement space in the total building. The balance of such costs will be nonparticipating.

G. L. Green

Attachment:
Ltr 3-23-79 Green to Coulter

cc:
OSHD (J C Boyd)

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
FOR
Info Inves R/D R.R Sym Act File

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
DERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 10
530 Center NE. - Salem OR 97301

DATE: March 23, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Jail
Phase II Agreement

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager J. B. Boyd's letter of March 21, 1979 provided copies of the Phase II agreement between Multnomah County and the State and requested FHWA concurrence.

I have reviewed the agreement and concur subject to the following stipulations:

1. Article I, Item 7, states in part "The actual number of housing units allocated to Items 2 and 3 described in the preceding sentence will be within the discretion of the County". FHWA's concurrence is with the understanding that the major facility will be constructed at the Annex Block.

2. Article I, Item 8, concerns the funding concept for units that might be built at a CSO facility. The agreement indicates that the method of funding will be determined by proper bidding procedures and "...those elements of change agreed to in writing during construction...". Our concurrence is with the understanding that change orders will be evaluated individually to determine whether or not they should be included in the method of funding for the CSO. FHWA participation in any units that might be built at the CSO facility will be made at the time that the facility is constructed.

3. Article II, Item 1, indicates that the State will underwrite participation in 400 housing units plus 30 special housing units. FHWA's participation is limited to 400 units.

4. Article II, Item 2 outlines the State's participation in an intake/release center. FHWA's participation in these costs is limited to replacing the functions at Rocky Butte Jail which in the conceptual study total approximately 5,070 net sq. ft. and principally involve temporary detention, dress-in/dress-out, release center, etc. In addition, FHWA will not fund the cost of Recog Officers' offices totaling 720 net sq. ft.

5. Concerning Article III, a supplemental agreement will have to be executed to implement Item 7 concerning County's actual costs.

6. Exhibit C outlines the net square footage agreed to by the State as representing functional replacement. Our concurrence is with the understanding that the net square footages are in conceptual form only and will need refinement at the design stage. In addition, FHWA will expect support for the size of functional areas outlined on the attached sheet. In this regard we are particularly concerned about 3,750 net square feet of indoor recreation and support facilities. The County's consultant used Nebraska jail standards as a partial justification. We understand these standards were not accepted by Nebraska. Also the formula used to compute indoor recreation was actually a formula for outdoor recreation. A reanalysis of the indoor recreation areas is required.

G. L. Green

Attachment A

cc:
OSHD (J B Boyd) w/Attachment A
OSHD (E S Hunter) w/Attachment A
Region (HRW-010) w/Attachment A & Phase II Agreement
Wash DC (HRW-10) " "
Mult Co (Tuck Wilson) w/Attachment A

AREAS NEEDING SUPPORT AT DESIGN STAGE

	Conceptual Net Square Footage
Sallyport	
Need for both an intake and release sallyport for vehicles	1,700
Size of parking spaces and circulation	4,200
Intake/Release	
Size of clothing carousel, bagging area, storage cubicles, carts, storage and supplies	1,980
Public Approach & Control	
Size of public lobby, staging area, etc.	1,700
Administration & Staff Services	
125 lockers with change stations	875
Prisoner Services	
Size of indoor recreation area and support facilities	3,750
Food Services	
Size of entire area	1,000
Maintenance/Storage	
Size of entire area	1,200
Housing	
Size of serveries	1,250
Size of security vestibule	625
Size of corrections officers space	1,500
Size and number of showers	2,000
Size of janitor closets	500
Size of visiting areas	1,875
Size of floor control posts	938
Space for staff stairways	938
Face-to-Face Visiting	
Size of entire area, particularly the 90 persons, 1,800 nsf, visiting room	2,240

7115

STATE OF OREGON **INTEROFFICE MEMO**

Transportation 378-6299
DEPT TELEPHONE

TO: File **DATE:** July 18, 1979

JB Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Approval of Agreements
Rocky Butte Relocation Project
Phase II Agreement
Supplement #1, Supplement #2
I-205-7(8)311
R/W File 46993

This is to confirm telephonic approval on the above subject agreements by Chairman Anthony Yturri on July 16, and to confirm Highway Engineer, Scott Coulter's signing of the agreements in accordance with that telephonic approval. The two agreements are detailed below:

PHASE II Agreement, Supplement #1

Agreement generally covers the costs of Multnomah County and their personnel in the Phase II activities, the jail replacement.

PHASE II Agreement, Supplement #2

Agreement covers the moving of all the terms of the Phase II Agreement from the Annex Block between 4th & 5th, Main & Madison, to the Lennox Block, 2nd & 3rd, Main & Madison.

JBB:mk

cc: Chairman Yturri
Scott Coulter
E. S. Hunter
Jim Chidsey
Cecil Heal

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JUL 19 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
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Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1979

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
APR 5'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right-of-Way Manager

SUBJECT: Phase II Agreement
Downtown Detention Center
Functional Replacement of Rocky Butte Jail
I-205-7(8)311
R/W File 46993

We have reviewed your letter of March 23, 1979, to Mr. H. S. Coulter regarding review of the Phase II agreement between Multnomah County and the State. Following are responses to the enumerated stipulations in your concurrence.

1. It has always been the State's understanding that the major facility will be built in the Annex Block.
2. Since Article I, Item 8 states "...those items of change agreed (emphasis added) in writing during construction...," the State sees no problem in separating out change orders which will not be included in the computation of CSO funding.
3. The State realizes the stated FHWA participation limit.
4. The State acknowledges the stated limit of FHWA participation in the intake/release center but does not necessarily agree.
5. As soon as the estimate is available covering the County's actual cost, a supplemental agreement will be executed by the County and the State.
6. The State agrees that refinement of the square footages given in the conceptual form need refinement. Also, we agree that further justification is required for the functional areas outlined on Attachment A of your letter. This will be assembled during the monitoring of the Architect's work during design. A partial answer was given by the County and transmitted to you March 26, 1979, by indicating County funding of recreation and classroom facilities.

JBB/seb

cc: F. B. Klaboe
✓H. S. Coulter
E. S. Hunter
Tom Walsh
D. H. Moehring
V. E. Skoog
Multnomah Co. (Tuck Wilson)
J. E. Chidsey

Form 734-3122

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 26, 1979

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, OR 97301

NOTED
E. S. HUNTE

Letter of March 23, 1979
Partial Response
Item 6
Rocky Butte Jail Functional Replacement
Oregon Project I-205-7(8)311
Phase II Agreement
File 46993

Dear Glen:

Paragraph 6 of your letter of March 23, stated as follows: "Exhibit C outlines the net square footage agreed to by the State as representing functional replacement. Our concurrence is with the understanding that the net square footages are in conceptual form only and will need refinement at the design stage. In addition, FHWA will expect support for the size of functional areas outlined on the attached sheet. In this regard we are particularly concerned about 3,750 net square feet of indoor recreation and support facilities. The County's consultant used Nebraska jail standards as a partial justification. We understand these standards were not accepted by Nebraska. Also the formula used to compute indoor recreation was actually a formula for outdoor recreation. A re-analysis of the indoor recreation areas is required."

Response: Multnomah County has, in the recent past, been forced to restudy their recreation and classroom programs. I have stated before that it is difficult to arrive at positive standards. I realize Mr. Mathias questioned the use of the Nebraska jail standards and the desire to identify exact formulas for justification. I am enclosing copy of the plan and specifications for building being constructed at Rocky Butte Jail at the present time. This building is not being funded by either the Federal Government or the Department of Transportation but yet shows what is being required in the Criminal Justice System for recreation and other appurtenant services. As you will note, the gymnasium is being constructed 50 feet wide and 80 feet long for 4,000 total square feet. This can be compared to the indoor recreation areas shown in the conceptual planning effort of 3,000 square feet. The offices that are being

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Form 734-3122

constructed and the classroom all furnish further support to the inadequacy of the Rocky Butte Jail facilities. These facts will be documented further during the design process.

Yours truly,

J B Boyd

J. B. Boyd
Right-of-Way Manager

JBB/seb
Enclosure
cc: Tom Walsh w/attach.
    Tuck Wilson
    F. B. Klaboe
    H. S. Coulter
    E. S. Hunter
    D. H. Moehring
    V. E. Skoog

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNME...

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 23, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Jail
Phase II Agreement

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E. S. HUNTE

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FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager J. B. Boyd's letter of March 21, 1979 provided copies of the Phase II agreement between Multnomah County and the State and requested FHWA concurrence.

I have reviewed the agreement and concur subject to the following stipulations:

1. Article I, Item 7, states in part "The actual number of housing units allocated to Items 2 and 3 described in the preceding sentence will be within the discretion of the County". FHWA's concurrence is with the understanding that the major facility will be constructed at the Annex Block.

2. Article I, Item 8, concerns the funding concept for units that might be built at a CSO facility. The agreement indicates that the method of funding will be determined by proper bidding procedures and "...those elements of change agreed to in writing during construction...". Our concurrence is with the understanding that change orders will be evaluated individually to determine whether or not they should be included in the method of funding for the CSO. FHWA participation in any units that might be built at the CSO facility will be made at the time that the facility is constructed.

3. Article II, Item 1, indicates that the State will underwrite participation in 400 housing units plus 30 special housing units. FHWA's participation is limited to 400 units.

4. Article II, Item 2 outlines the State's participation in an intake/release center. FHWA's participation in these costs is limited to replacing the functions at Rocky Butte Jail which in the conceptual study total approximately 5,070 net sq. ft. and principally involve temporary detention, dress-in/dress-out, release center, etc. In addition, FHWA will not fund the cost of Recog Officers' offices totaling 720 net sq. ft.

5. Concerning Article III, a supplemental agreement will have to be executed to implement Item 7 concerning County's actual costs.

6. Exhibit C outlines the net square footage agreed to by the State as representing functional replacement. Our concurrence is with the understanding that the net square footages are in conceptual form only and will need refinement at the design stage. In addition, FHWA will expect support for the size of functional areas outlined on the attached sheet. In this regard we are particularly concerned about 3,750 net square feet of indoor recreation and support facilities. The County's consultant used Nebraska jail standards as a partial justification. We understand these standards were not accepted by Nebraska. Also the formula used to compute indoor recreation was actually a formula for outdoor recreation. A reanalysis of the indoor recreation areas is required.

Original Signed By
G. L. Green
Division Administrator

G. L. Green

Attachment A

cc:
OSHD (J B Boyd) w/Attachment A
OSHD (E S Hunter) w/Attachment A
Region (HRW-010) w/Attachment A & Phase II Agreement
Wash DC (HRW-10) " "
Mult Co (Tuck Wilson) w/Attachment A

ATTACHMENT A

AREAS NEEDING SUPPORT AT DESIGN STAGE

	Conceptual Net Square Footage
Sallyport	
Need for both an intake and release sallyport for vehicles	1,700
Size of parking spaces and circulation	4,200
Intake/Release	
Size of clothing carousel, bagging area, storage cubicles, carts, storage and supplies	1,980
Public Approach & Control	
Size of public lobby, staging area, etc.	1,700
Administration & Staff Services	
125 lockers with change stations	875
Prisoner Services	
Size of indoor recreation area and support facilities	3,750
Food Services	
Size of entire area	1,000
Maintenance/Storage	
Size of entire area	1,200
Housing	
Size of serveries	1,250
Size of security vestibule	625
Size of corrections officers space	1,500
Size and number of showers	2,000
Size of janitor closets	500
Size of visiting areas	1,875
Size of floor control posts	938
Space for staff stairways	938
Face-to-Face Visiting	
Size of entire area, particularly the 90 persons, 1,800 nsf, visiting room	2,240

9178

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1979

MISC. CONTRACTS and AGREEMENTS No. 5439

Tuck Wilson, Director
Department of Justice Services
Multnomah County Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Phase II Agreement
Rocky Butte Jail
Functional Replacement
East Portland Freeway
Prefix 46993
I-205-7(8)311

Dear Tuck:

The goal we set for ourselves some time back, has been met to a great degree. This goal has been reached with the assistance of many persons, especially Tom Walsh and Glen Green.

There are still some issues to be resolved, but I am confident that the agreement is a good one and that it meets the needs of Multnomah County, the Oregon Department of Transportation, and the Federal Highway Administration. There is much work yet to be done, but this does give us a satisfactory step in the right direction. Thank you again.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jk
attach.
cc: F. B. Klaboe
Scott Coulter
E. S. Hunter
Glen Green
Tom Walsh
Cecil Head w/attach.

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

2178

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 26, 1979

RECEIVED
STATE HWY ENGR
MAR 27 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

TO: Chairman Glenn Jackson
Transportation Commission

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Phase II Agreement
Rocky Butte Jail Functional Replacement
East Portland Freeway
Prefix 46993
I-205-7(8)311

The East Portland Freeway location required the acquisition of properties owned and operated by Multnomah County known as the Rocky Butte Public Works Facilities and the Rocky Butte Jail.

We began studies in 1974 to determine how these facilities could be replaced under the terms of the Federal Highway Program Manual for functional replacement of publically owned facilities. We believe that we are well on our way to the replacement of both the Public Works Facility and the Rocky Butte Jail. I am submitting to you copies of the Phase II Agreement with two of the Exhibits attached; Exhibit "B" and Exhibit "C". The remainder of the Exhibits attached to the agreement are generally routine requirements of the Federal Highway Administration and are not enclosed.

There are two items which will be studied and resolved before the actual construction begins. They are:

1. A difference of a 30 bed capacity between what I have recommended and what the Federal Highway Administration believes is justified. This agreement indicates that the County is in agreement with my recommendation.

2. A difference in the Support Services at the Downtown Detention Center between what the Federal Highway Administration, State and Multnomah County believe is functional replacement.

Form 734-3122 (Rev 7-77)

These two items must be resolved prior to the beginning of construction, but I am sure that the signing of this agreement and the beginning of the detailed design will enhance our ability to accomplish the necessary replacement of these facilities by the time the freeway is scheduled to open.

We have worked with Multnomah County and they have cooperated in allowing us to enter onto their property to begin stage construction of the freeway so that the restrictive time schedules can be met. I have recommended that you approve this document and authorize the State Highway Engineer to execute it and you have concurred.

This letter is to document our discussions on this matter.

JBB:jk
attachs.
cc: Peter J. Brix w/attach.
B. Gordon Coleman w/attach.
Michael P. Hollern w/attach.
Tom Walsh w/attach.
Cecil Head w/attach.
F. B. Klaboe
✓H. S. Coulter
E. S. Hunter

7175

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 19, 1979

Tuck Wilson, Director
Department of Justice Services
Multnomah County Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Revision - County/State
Agreement - Phase II
Rocky Butte Jail
Functional Replacement
Prefix 46993
East Portland Freeway
I-205-7(8)311

Dear Tuck:

Attached are 18 copies of Exhibit "B" as revised, 18 copies of the Final Phase II Agreement, and 18 copies of Sheet 1, Exhibit "C".

Please rearrange and remove from all your copies, the two Exhibits inadvertently attached, which you brought to my attention; Exhibit "H" which was from the Shops Agreement, and Exhibit "G" from the Shops Agreement that indicated the costs of personnel. Minor changes were discussed with you this morning in accordance with the Highway General Counsel, and a small addition by the Federal Highway Administration relating to the National Environmental Protection Act and the Uniform Act. We have removed FHWA from face of Exhibit "C" and the reference to 58292. Hopefully this will be our last revision.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jk
attach.
cc: Glen Green w/attach.
F. B. Klaboe ✓
E. S. Hunter
Tom Walsh w/attach.
Jack Sollis
Jim Chidsey

NOTED
F. B. KLABOE

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DOT DIRECTOR
MAR 2[illegible] '79
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122 (Rev. 7-77)

71-8

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 16, 1979

Tuck Wilson, Director
Department of Justice Services
Multnomah County Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: County/State Agreement
Phase II - Rocky Butte
Jail Functional
Replacement
Prefix 46993
East Portland Freeway
I-205-7(8)311

Dear Tuck:

Attached are four copies of the agreement in final form.

Exhibit B is unfortunately not completed and will have to be hand delivered on Monday. Please execute three copies of the agreement after your Tuesday meeting. I hope that all issues are resolved in accordance with our Thursday meeting and our Friday phone conversations. The Federal Highway Administration will be reviewing this document concurrently with your Commission approval and the Oregon Transportation Commission approval which I anticipate on Tuesday, March 27.

Thank you for your assistance.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jk
attach.
cc: Glen Green w/attach.
F. B. Klaboe ✓
E. S. Hunter
Tom Walsh
Jim Chidsey

NOTED
KLABOE

RECEIVED
DOT DIRECTOR
MAR 19 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3121 (Rev 7-77)

9138

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 9, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Proj. I-205-7(8)311
Functional Replacement of Rocky Butte Jail

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr. Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Sometime in July Multnomah County's consultant, Zimmer Gunsul Frasca, will complete conceptual plans for the Downtown Detention Center. At that stage it is everyone's desire that we be able to proceed as promptly as possible with Phase II which involves the preparation of detailed plans and specifications. However, it is not prudent to take such action until a written agreement is consumated with Multnomah County that resolves the major differences as to the extent of Federal and State funding as set forth in my letters to the State dated August 11, 1977, and December 16, 1977, as well as my letter of March 30, 1978, to Chairman Don Clark of the Multnomah County Commission. [illegible] Olson Sandy Olson

The County should be made aware that such matters must be resolved before FHWA could fund any consulting architectural agreement to proceed with plans and specifications.

Original Signed By
G. L. Green
Division Administrator

G. L. Green

cc:
Mr. F. B. Klaboe, ODOT
Mr. J. B. Boyd, R/W Mgr.
Mr. Jim Chidsey, R/W
Region HRW-010

Comm file for Astoria

RECEIVED
ODOT [illegible]
JUN 12 '78
[illegible] TO

1980 Oswego Hwy. @ Marylhurst 9199
Dr. Sec, Oswego Hwy. West Linn
(grading, paving & signals)

C9A 7298
9-2-80

9199

L

11 5 81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats, Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

9199

L.

November 5, 1981

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97440

CON 5
#9199

Gentlemen:

Contract No. 9199 awarded to Hertz Electric, Inc. for work on Oswego Highway at Marylhurst Drive in West Linn, Clackamas County, was completed on August 18, 1981 and accepted by the State Highway Division on October 30, 1981.

Final payment in the amount of $1,600.15 will be released to the contractor after November 10, 1981. The total contract amount is $64,922.37 including $1,370.51 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

9199

1859

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 24, 1981

Hertz Electric, Inc.
P.O. Box 577
Albany, OR 97321

Re: Time Extension Request
Oswego Hwy. @ Marylhurst Drive
Contract No. 9199

Gentlemen:

Your request for additional contract time in which to complete the above project has been very carefully reviewed. The adjustment of the Portland General Electric Power line, while perhaps not as early as you may have desired, did not delay completion of the project and no additional contract time is granted for this claimed delay.

On May 19, 1981, you were advised by our Signal Shop that the controller for this project had successfully passed the required testing. This was not correct since there was a known software defect which normally should have been corrected prior to releasing the controller for use. This software defect was corrected by June 24, 1981 at which time the signal controller failed. The State acknowledges that you should have been informed of the defective software and the maximum delay associated with its correction is 36 calendar days. Accordingly, a contract time extension of 36 calendar days is granted for this delay.

Sincerely,

CT Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Willard Hoffman "
Robert Church

RECEIVED
STATE HWY ENGR
AUG 25 '81
REFER TO

FOR

Info	Inves	R/D	D.R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 6, 1981

Marion Craft
FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: Oswego Highway at Marylhurst Drive
Contract No. 9199
Time Extension Request

ASHE CAE FOE QCE SCS EEO
RECEIVED
AUG 10 1981
CONSTRUCTION BRANCH
OM CA LE TC FE CP

Attached is a time extension request from the contractor, Hertz Electric, with several supporting letters and Wayne Shulte's letter of analysis and recommendation. The contract was awarded on October 2, 1980 with 220 calendar days allowed. The contractor is requesting 82 days for reasons listed in his letter, although the overrun is 47 days. Wayne has done a good job of outlining the real reasons for the delay and on page 2 in his letter explains the reason for his recommendation of 42 days. This seems reasonable to me and I concur in this recommendation.

8-24-81

CTK —

I agree that time from May 19 to June 24 should be returned. Do not agree that we should consider this, or any, job substantially complete when the signal in fact does not function — at least once — according to specs to the extent that OSHD reps at the "turn on" consider the signal to be functional.

MC/cp
Attachment
cc Bill Hoffman

8-11-81
Copy to
Bud George

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97266
24 July 1981

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TE RECEIVED RSM
FILE:
UE JUL 28 1981 RSC
SO REGION I RBI
TO

FROM: Wayne Schulte
Asst. Res. Engr.

SUBJECT: Time Extension Request
Oswego Hwy. @ Marylhurst
Dr. Contract: 9199

TO: Marion Craft
Region Construction Engineer

Attached is an extension of time request from Hertz Electric for subject project. They are requesting an additional 82 calendar days be granted to complete their signal work. The actual time overrun amounted to 47 days.

The first reason the contractor lists as a delay was the failure of Portland General Electric (contractor mentions Pacific Gas & Electric which is incorrect) to move their facilities in a timely manner. Initially P.G.E. thought they could simply raise their lines on existing poles. Later they learned that to avoid conflict with our 40 foot luminaire/strain pole at the southwest corner of the intersection they would have to install a new 65 foot pole. The pole and power line revisions were completed on 7 May.

The contractor had delivered his signal poles for the project on 17 March. They were erected on 8 May. It is true that P.G.E. delayed the contractor's installation of his poles and span wires. However, that work does not constitute a completed signal project. On 11 May the contractor installed ped heads, push buttons, and signs and then promptly left the job until 19 May. Additional signal work could have been done during that hiatus.

It is our feeling that late approval (19 May) of the controller was the major factor in not completing the project before expiration of contract time on May 21. The controller and cabinet was delivered to our testing lab on 7 May, approved on 19 May, and picked up by the contractor on 21 May. Our Standard Specifications allow 6 weeks for testing so supplier delivery to the State was obviously slow.

In checking the Daily Progress Reports for the job we find that if the controller had been ready by 11 May, only 10 days prior to expiration of contract time, the contractor could have completed his signal work within the alloted time.

We recommend that no additional time be granted the contractor because of P.G.E. delays.

The other reason the contractor mentions as delaying project completion was problems with acceptance of the controller. Our Salem Testing Lab, as mentioned earlier, sent a letter to the contractor advising of acceptance on 19 May. On 26 May we attempted the signal turn-on but found the controller would not return to arterial green upon actuation of the reset monitor. This is required under our interpetation of the specifications. The contractor was informed of this deficiency by our inspector on that date and the signal was placed on flash operation. We sent a letter to the contractor on 5 June advising of the flaw.

The supplier made the necessary software changes after considerable haggling and another turn-on was attempted on 24 June. This time an unrelated problem was discovered in the controller and the signal was left on flash. Finally on 7 July an approved controller, originally intended for use on the Cascade Hwy. South @ Warner/Milne job was substituted. The signal was turned on and the day count charges were stopped.

Since the contractor was advised by our Testing Lab that the contoller was approved on 19 May, it does not seem fair to charge him liquidated damages during the software corrective work period, 26 May to 24 June. Also unfair based on past experiences with other signal projects is day count charges during the 24 June to 7 July corrective period. Liquidated damages were charged because the signal had never been turned on. On other projects where a turn-on has occurred and similar problems develop a few days later, but prior to Region acceptance, day count charges are not resumed.

It is our recommendation that Hertz Electric be granted a time extension from May 26 to July 7, a total of 42 calendar days. This would leave 5 days upon which liquidated damages would continue to be assessed.

If the above recommendation is not acceptable we strongly feel the contractor should at least be given a time extension between the first turn-on attempt, 26 May, and the day we notified him in writing of the software problem, 5 June. Assuming delivery of the letter was 8 June the contractor under this alternative would be granted 13 calendar days. A thirty-four day overrun would remain.

Wayne Schulte
Wayne Schulte
Asst. Res. Engr.

9199

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oswego Hwy. @ Marylhurst Dr.

WEEK ENDING: 8/15/81

SECTION PREFIX: 003-1149

HIGHWAY: Oswego

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Grading, Paving and Signals

CONTRACTOR: Hertz Electric

CONTRACT NUMBER: 9199

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 10/2/80

DATE WORK STARTED: 2/23/81

ESTIMATED COMPLETION DATE: 7/7/81

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 220

CALENDAR DAYS USED 274

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 125

PROJECT AUTHORIZATION $ 81,266.38

EXCLUSIVE OF ENGINEERING $ 74,168.88

ENGINEERING AUTHORIZATION $ 7,097.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 70,501.00

ENGINEERING COST TO DATE $ 14,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT [redacted] UNDERRUN 5 %

PERCENT OF AUTHORIZATION 197%

DATE PROJECT WAS COMPLETED: 7/7/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & B TUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Fair	0		
FRIDAY	Clear	0		
SATURDAY		0		

K

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RECEIVED
AUG 17 1981
CONSTRUCTION BRANCH

CW
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CP

GENERAL DESCRIPTION OF AC IES FOR THE WEEK

8/9 SUNDAY	No activity.
8/10 MONDAY	No activity.
8/11 TUESDAY	No activity.
8/12 WEDNESDAY	No activity.
8/13 THURSDAY	No activity.
8/14 FRIDAY	No activity.
8/15 SATURDAY	No activity.

REMARKS

Office working on Semi-Final.

SIGNED W.E. Hoffman Res. Engr.

LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9177

September 2, 1980

City of West Linn
City Hall
West Linn, OR 97068

AGR 4

Attention: John Buol
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7298

Gentlemen:

Attached for your records is a fully executed copy of an agreement to install channelization and traffic control signal equipment on the Oswego Highway at Marylhurst Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

9199

GENERAL FILES

December 12, 1978

The Honorable Richard E. Groener
State Senator
15014 Woodland Way
Milwaukie, OR 97222

Dear Dick:

As indicated in our November 21 correspondence, we have conducted a traffic signal investigation at the intersection of Oswego Highway (Portland Avenue) and Marylhurst Drive in West Linn.

The warrants used in determining the need for signalization are in the 1971 edition of the "Manual on Uniform Traffic Control Devices." Our investigation shows that the intersection meets the "Interruption of Continuous Traffic" warrant. This intersection will be added to our Traffic Signal Priority List; however, because of its low ranking, it appears funds will not be available for several years.

During the course of the investigation, it was noted that there is a considerable amount of traffic making the left-turn movement onto Marylhurst Drive from Portland Avenue. The accident history also indicated a possible left-turn problem. We feel that construction of a left-turn refuge would be desirable, but again because of funding and that this improvement is not as needed as many others, its construction is not appropriate at this time.

I apologize that we are unable to do more at this time, but I'm sure you understand our current financial situation. Both will be considered at the next update of our Six-Year Highway Improvement Program.

Sincerely,

H. S. Coulter
State Highway Engineer

RTS:ds HSC:ia

bc F. B. Klaboe
L. W. Rulien
E. L. Hardt
L. E. George

9199

GENERAL FILES

P

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

DATE: November 21, 1978

TO: H. S. Coulter
State Highway Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Request
Oswego Highway
S. Marylhurst Drive
M.P. 8.40

NOTED
H. S. COULTER

In our previous discussions it was indicated that we had information in our files concerning problems at the subject location. There was a misunderstanding as to the location and we do not have file information for S. Marylhurst Drive at the Oswego Highway. To determine the need for a signal, up-dated traffic count information and accident information has been ordered. Ron Failmezger, Region Traffic Engineer, has been asked to obtain a manual traffic count and has indicated that the count will be obtained within the next two weeks. Thanksgiving Holiday is during this week which interferes with our traffic counting, in that holiday traffic patterns and volumes are substantially different than normal. Consequently, it is expected that the count will be made during the last week in November.

We will assemble the data collected and advise you of our findings as soon as possible after the traffic count has been submitted. Hopefully, we will be able to advise you of our findings during the first week in December.

L E George

L. E. George
Traffic Engineer Supervisor

DKH:cs

cc: Senator Richard Groener
E. L. Hardt

RECEIVED
STATE HWY ENGR
NOV 22 '78
REFER TO

FOR

Info	Inves	R/D	D.R	Sign	Act	File

HIGHWAY SAFETY PROJECTS
Oswego H way (Portland Avenue) @ Maryl st Drive
City of West Linn

Recommendations

(A) Install a three phase fully actuated traffic signal with overlap capabilities at the intersection of Portland Avenue and Marylhurst Drive.

(B) Construct a left turn refuge on Portland Avenue at Marylhurst Drive.

Historical Background

On November 4, 1976 the City of West Linn requested the Highway Division give consideration to constructing a left turn refuge at the intersection of Portland Avenue and Marylhurst Drive. An investigation was conducted in conjunction with a signal investigation. Construction of a left turn refuge was recommended at that time. The traffic signal was not warranted at that time.

The request for a traffic signal has again surfaced with Senator Richard Groener involved.

Investigation:

Portland Avenue at Marylhurst Drive is two lanes with one-way bike paths on both sides. Marylhurst intersects from the west, Lazy River Drive intersects from the east. Lazy River Drive is gravel and not heavily used. The posted speed on Portland Avenue is 45 MPH.

(A) Traffic Signal Investigation:

A manual traffic count was taken in November 1978. From this count it was determined that the "Interruption of Continuous Traffic" Warrant No 2 was met. No other volume warrants were met.

A collision diagram showsed no preventable accidents occurred during the past 12 months, thus, the "Accident Experience" warrant was not met.

(B) Left Turn Refuge Investigation:

The same volume and accident data was utilized in this investigation as was in the signal investigation. It was noted that approximately 580 vehicles made the left turn movement from Portland Avenue to Marylhurst Drive between the hours of 6 AM and 8 PM.

The collision diagram showed 5 left turn related accidents between January 1, 1973 and June 30, 1978.

Using an estimated construction cost for the left turn refuge of $33,500 and a 20 year life expentancy the benefit cost ratio is 1.13.

As initially indicated, both projects appear worthwhile. However, due to their low ranking on their appropriate priority lists, it will be quite some time before funding is available.

RTS:cs
12-7-78

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Oswego Highway No. 7 @ Marylhurst Drive
West Linn
TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1,469	1,269	809	840	999	1,013	1,274	805
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	115	105	66	67	63	55	60	64
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	10	2	3	0	1	5	2	2

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	350		8
Minor Street	105		2
2. Interruption of Continuous Traffic:			
Major Street	525		8
Minor Street	52		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		8
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		0	
Minimum Warrant		5	
5. Systems Warrant (if applicable):			
Entering Volume (Weekday peak hour)		NA	
Minimum Warrant		800	

Date of Traffic Count November 29 & 30, 1978

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
XX 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

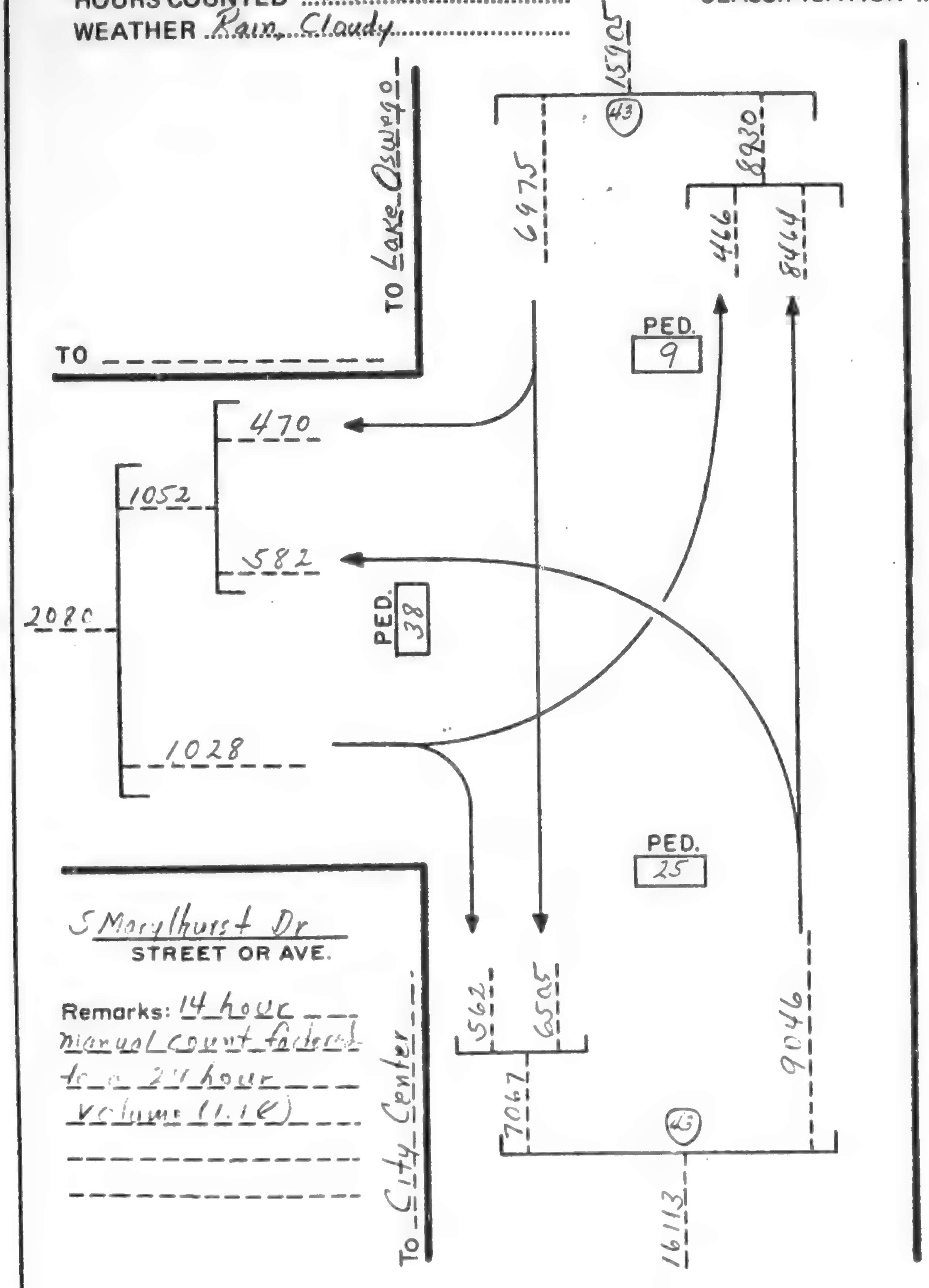
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Nov. 29 (PM) & 30 (AM), 1978
DAY OF WEEK Wed & Thu
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6A - 8P
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6A - 8P
WEATHER Rain, Cloudy

CITY ~~OR COUNTY~~ West Linn
INTERSECTION OF Oswego Hwy #3 (Portland Ave - Ore 43) & S Marylhurst Dr (FAU 9599)
MILE POST 8.40
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	17049	100
ENTERING FROM NORTH & SOUTH	16021	94
ENTERING FROM WEST	1028	06


TO Lake Oswego
TO
15905
43
6975
8930
466
8464
PED. 9
470
1052
582
2080
PED. 38
1028
PED. 25
562
6505
7067
9046
43
16113
TO City Center

S Marylhurst Dr
STREET OR AVE.

Remarks: 14 hour manual count factored to a 24 hour volume (1.18)

Portland Ave
STREET OR AVE.

Indicate North
N

BJR

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
SUMMARY OF TRAFFIC COUNT

City ~~or County~~ West Linn
Intersection Oswego Hwy #3 (Po
Cre 43) & S Marylhurst Dr. (FA
Mile Post 8.40

Date Nov 29 (PM) & 30 (AM) 1978
Day of week Wed - Thu
Hours counted 14 hours (6A-8P)
Weather Rain, Cloudy

Classification All Vehicles

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From West	Per Cent of Total	North	East	West	South
		SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS			
A. M.	6:00- 7:00			4	43	80	540					9	1	677	625	92	52	08	84		52	541
	7:00- 8:00			12	66	288	1152					49	17	1584	1469	93	115	07	300		115	1169
	8:00- 9:00			18	58	304	913					47	34	1374	1269	92	105	07	322		105	947
	9:00-10:00			15	21	231	444					30	24	765	714	93	51	07	246		51	468
	10:00-11:00			28	22	282	459					44	40	875	809	92	66	08	310		66	499
	11:00-12:00			21	26	367	418					41	34	907	840	93	67	07	388		67	452
P. M.	12:00- 1:00			25	29	400	441					13	33	941	899	96	42	04	425		42	474
	1:00- 2:00			27	19	347	438					32	39	902	851	94	51	06	374		51	477
	2:00- 3:00			19	17	459	481					46	40	1062	999	94	63	06	478		63	521
	3:00- 4:00			22	15	497	446					40	48	1068	1013	95	55	05	519		55	494
	4:00- 5:00			45	21	741	429					34	59	1334	1274	96	60	04	786		60	488
	5:00- 6:00			83	21	836	450					31	51	1472	1420	96	52	04	919		52	501
	6:00- 7:00			48	28	377	328					36	52	869	805	93	64	07	425		64	380
	7:00- 8:00			31	7	304	234					19	21	618	590	95	28	05	335		28	255
	8:00- 9:00																					
	9:00-10:00																					
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
	24-Hour total			470	466	6505	8464					562	582	17049	16021	94	1028	06	6975		1028	9046
	—Hour total																					
	14-Hour total			398	395	5513	7173					476	493	14448	13577	94	871	06	5911		871	7666
	Control																					
	Factor 1.18																					

Tabulated by Ray Roodnight
Checked by Bill J. Randall 12-5-

Portland Ave (Hwy 3) St. is North and South
S Marylhurst Dr St. is - West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

(PM) & 30 (AM) 1978
ed : Thu
14 hours (6A-8P)
Cloudy

Classification All Vehicles

City ~~or County~~ West Linn
Intersection Oswego Hwy #3 (Portland Ave - Cre 43) & S Marylhurst Dr (FAU 9599)
Mile Post 8.40

SUMMARY BY MOVEMENTS															ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From West	Per Cent of Total	North	East	West	South	North		East		West		South	
																			S	O	S	O	S	O	S	O
4	43	80	540					9	1	677	625	92	52	08	84		52	541					1			2
12	66	288	1152					49	17	1584	1469	93	115	07	300		115	1169	3				1	2	1	6
18	58	304	913					47	34	1374	1269	92	105	07	322		105	947	2				1			
15	21	231	444					30	24	765	714	93	51	07	246		51	468						1		1
28	22	282	459					44	40	875	809	92	66	08	310		66	499								3
21	26	367	418					41	34	907	840	93	67	07	388		67	452						2		
25	29	400	441					13	33	941	899	96	42	04	425		42	474								1
27	19	347	438					32	39	902	851	94	51	06	374		51	477						1		1
19	17	459	481					46	40	1062	999	94	63	06	478		63	521					1	1		1
22	15	497	446					40	48	1068	1013	95	55	05	519		55	494					3	5	1	4
45	21	741	429					39	59	1334	1274	96	60	04	786		60	488	2				3	7		
83	21	836	450					31	51	1472	1420	96	52	04	919		52	501	1				3	1		3
48	28	377	328					36	52	869	805	93	64	07	425		64	380	1				4	1	1	
31	7	304	234					19	21	618	590	95	28	05	335		28	255								
470	466	6505	8464					562	582	17049	16021	94	1028	06	6975		1028	9046	9				17	21	3	22
																			⑨				38		25	
398	395	5513	7173					476	493	14448	13577	94	871	06	5911		871	7666								

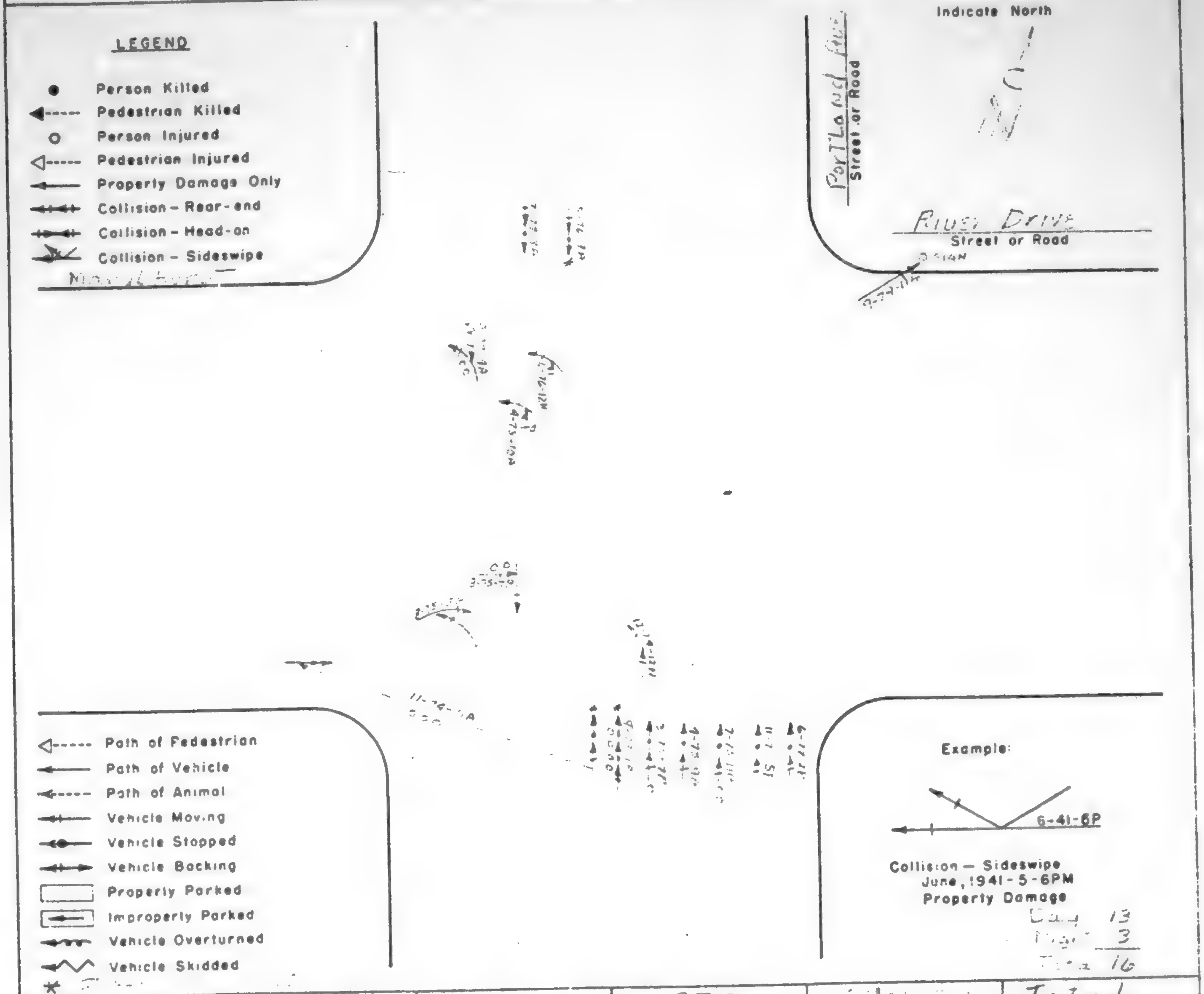
Tabulated by Ray Roodnight 12-5-78
Checked by Bill J. Randall 12-5-78

nd Ave (Hwy 3) St. is North and South
ylhurst Dr St. is - West

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of WEST LINN County Clackamas
Intersection of PorTLand Ave and Marylhurst
Highway Number 3 (ORE 43) MP 2.41
Period Covered 1-1-73 6-30-77
Compiled by [illegible] Drawn by ________ Date 11-30-78



LEGEND
- ● Person Killed
- ◄----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ◄—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

- ◁----- Path of Pedestrian
- ◄—— Path of Vehicle
- ◄----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Example:

6-41-6P

Collision — Sideswipe
June, 1941 - 5-6PM
Property Damage

Day 13
Night 3
Total 16

Collision Type	1973-1974				1975-1976				1977				6 Mo. [illegible]				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle						1		1										1		1
Head-on																				
Rear-end		2	1	3		2	3	5			2	2						6	6	12
Sideswipe																		2	2	4
Turning Movement						1	2	3		1		1								
Parking																				
Non-collision																			1	1
Fixed Object			1	1																
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	2	4		4	[illegible]	[illegible]			3	3				3		[illegible]	[illegible]	[illegible]

Form E-260 — 2M — 11 45 5/70

HIGHWAY SAFETY PROJECTS
Oswego H[illegible]way (Portland Avenue) @ Maryl[illegible]st Drive
City of West Linn

Hardt

Recommendations

(A) Install a three phase fully actuated traffic signal with overlap capabilities at the intersection of Portland Avenue and Marylhurst Drive.

(B) Construct a left turn refuge on Portland Avenue at Marylhurst Drive.

Historical Background

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(A) Traffic Signal Investigation:

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A collision diagram showsed no preventable accidents occurred during the past 12 months, thus, the "Accident Experience" warrant was not met.

(B) Left Turn Refuge Investigation:

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RTS:cs
12-7-78

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Oswego Highway No. 7 @ Marylhurst Drive
West Linn

TRAFFIC SIGNAL WARRANT COMPARISON*

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3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		8
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 months)		0	
Minimum Warrant		5	
5. Systems Warrant (if applicable):			
Entering Volume (Weekday peak hour)		NA	
Minimum Warrant		800	

Date of Traffic Count November 29 & 30, 1978

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

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XX 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

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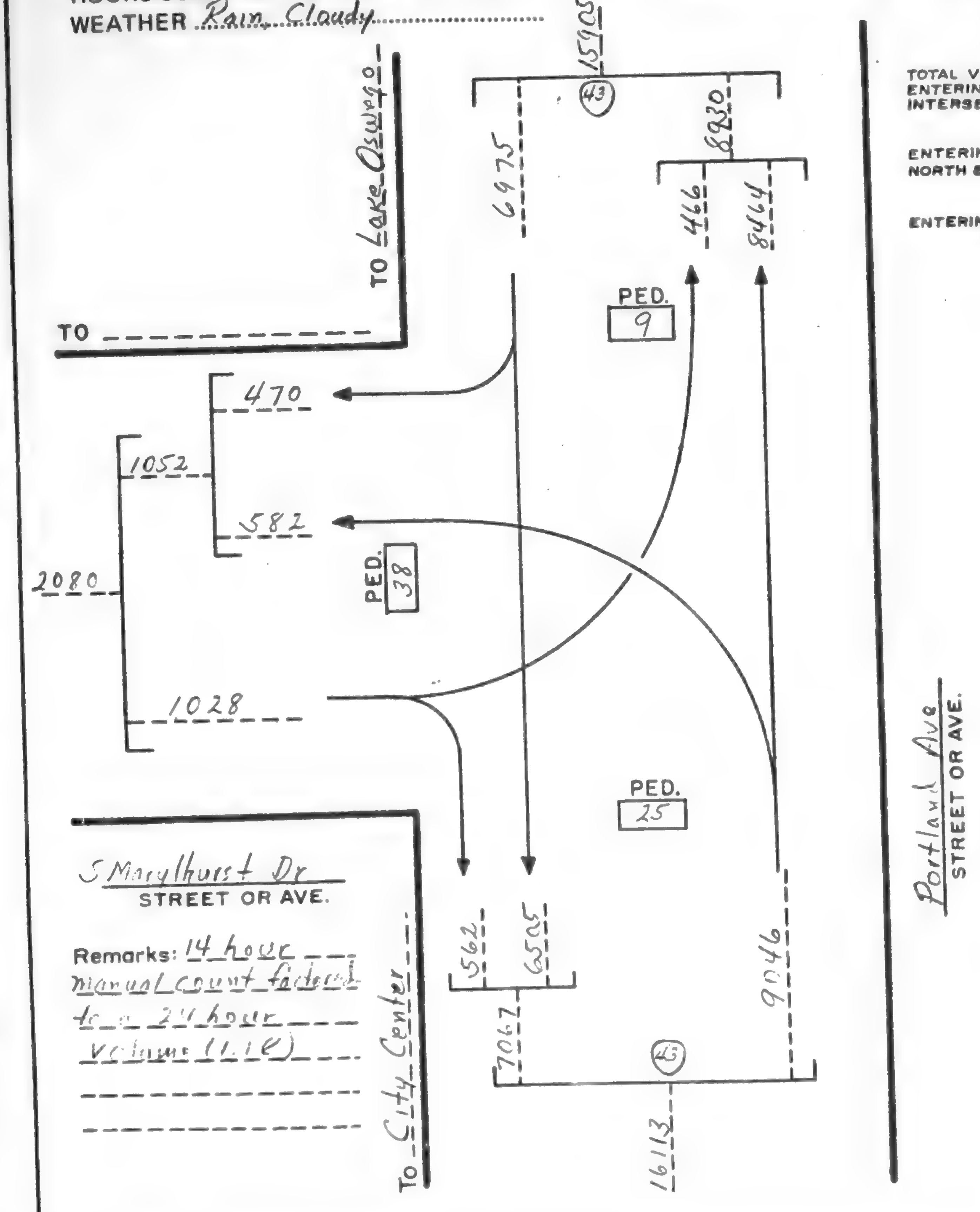
HOURS COUNTED 6A - 8P
WEATHER Rain, Cloudy

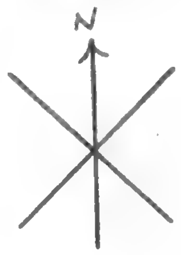
CITY ~~OR COUNTY~~ West Linn
INTERSECTION OF Oswego Hwy #3 (Portland Ave - Ore 43) & S Marylhurst Dr (FAU 9599)
MILE POST 8.40
CLASSIFICATION All Vehicles



15905
43
6975
8930
466
8464
TO Lake Oswego
TO
PED. 9
470
1052
582
2080
PED. 38
1028
PED. 25
562
6505
7067
9046
43
16113
To City Center
Portland Ave
STREET OR AVE.

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	17049	100
ENTERING FROM NORTH & SOUTH	16021	94
ENTERING FROM WEST	1028	06

Indicate North



S Marylhurst Dr
STREET OR AVE.

Remarks: 14 hour manual count factored to a 24 hour volume (1.18)

BJR

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date Nov 29(PM) & 30(AM) 1978
Day of week Wed & Thu
Hours counted 14 hours (6A-8P)
Weather Rain, Cloudy

Classification All Vehicles

City ~~or County~~ West Linn
Intersection Oswego Hwy #3(
Ore 43) & S Marylhurst Dr (
Mile Post 8.40

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	9:00-10:00			15	21	231	444					30	24	765	714	93	51	07	246		51	468
	10:00-11:00			28	22	282	459					44	40	875	809	92	66	08	310		66	499
	11:00-12:00			21	26	367	418					41	34	907	840	93	67	07	388		67	452
P. M.	12:00- 1:00			25	29	400	441					13	33	941	899	96	42	04	425		42	474
	1:00- 2:00			27	19	347	438					32	39	902	851	94	51	06	374		51	477
	2:00- 3:00			19	17	459	481					46	40	1062	999	94	63	06	478		63	521
	3:00- 4:00			22	15	497	446					40	48	1068	1013	95	55	05	519		55	494
	4:00- 5:00			45	21	741	429					39	59	1334	1274	96	60	04	786		60	488
	5:00- 6:00			83	21	836	450					31	51	1472	1420	96	52	04	919		52	501
	6:00- 7:00			48	28	377	328					36	52	869	805	93	64	07	425		64	380
	7:00- 8:00			31	7	304	234					19	21	618	590	95	28	05	335		28	255
	8:00- 9:00																					
	9:00-10:00																					
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
24-Hour total				470	466	6505	8464					562	582	17049	16021	94	1028	06	6975		1028	9046
__-Hour total																						
14-Hour total				398	395	5513	7173					476	493	14448	13577	94	871	06	5911		871	7666
Control																						
Factor 1.18																						

Tabulated by Ray Roodnight
Checked by Bill J. Randall 12-5-

Portland Ave (Hwy 3) St. is North and South
S Marylhurst Dr St. is - West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

(PM) & 30 (AM) 1978
ed : Thu
4 hours (6A-8P)
Cloudy

Classification All Vehicles

City ~~or County~~ West Linn
Intersection Oswego Hwy #3 (Portland Ave - Ore 43) & S Marylhurst Dr (FAU 9599)
Mile Post 8.40

SUMMARY BY MOVEMENTS															ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
rth to est	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From West	Per Cent of Total	North	East	West	South	North		East		West		South	
																			S	O	S	O	S	O	S	O
4	43	80	540					9	1	677	625	92	52	08	84		52	541					1			2
12	66	288	1152					49	17	1584	1469	93	115	07	300		115	1169	3				1	2	1	6
18	58	304	913					47	34	1374	1269	92	105	08	322		105	947	2				1			
15	21	231	444					30	24	765	714	93	51	07	246		51	468						1		1
28	22	282	459					44	40	875	809	92	66	08	310		66	499								3
21	26	367	418					41	34	907	840	93	67	07	388		67	452						2		
25	29	400	441					13	33	941	899	96	42	04	425		42	474								1
27	19	347	438					32	39	902	851	94	51	06	374		51	477						1		1
19	17	459	481					46	40	1062	999	94	63	06	478		63	521					1	1		1
22	15	497	446					40	48	1068	1013	95	55	05	519		55	494					3	5	1	4
45	21	741	429					39	59	1334	1274	96	60	04	786		60	488	2				3	7		
83	21	836	450					31	51	1472	1420	96	52	04	919		52	501	1				3	1		3
48	28	377	328					36	52	869	805	93	64	07	425		64	380	1				4	1	1	
31	7	304	234					19	21	618	590	95	28	05	335		28	255								
70	466	6505	8464					562	582	17049	16021	94	1028	06	6975		1028	9046	9				17	21	3	22
																			⑨				(38)		(25)	
98	395	5513	7173					476	493	14448	13577	94	871	06	5911		871	7666								

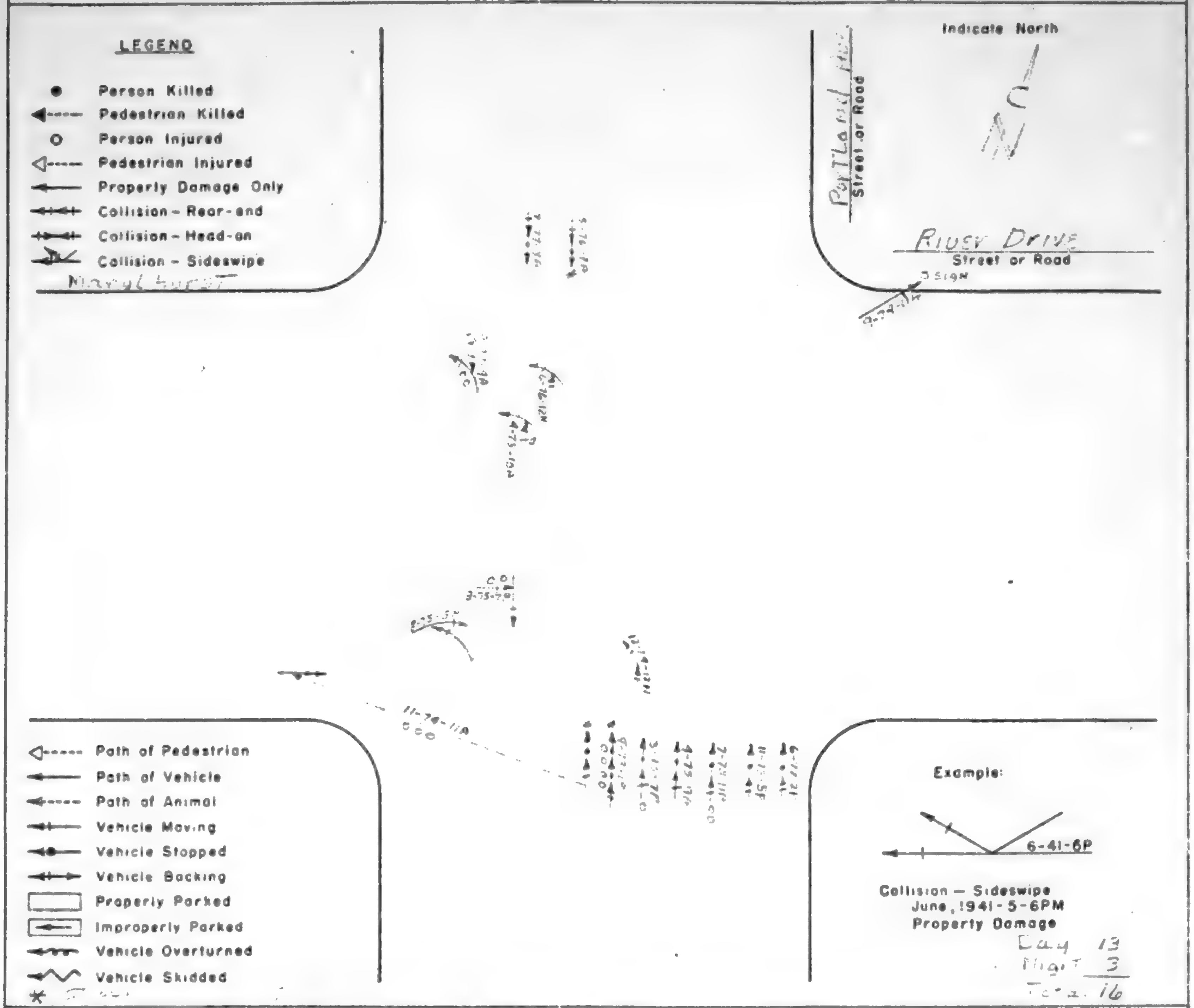
Tabulated by Ray Roodnight 12-5-78
Checked by Bill J. Randall 12-5-78

d Ave (Hwy 3) St. is North and South
lhurst Dr St. is West

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of ~~W~~EST LINN County Clackamas
Intersection of Portland Ave and Maryl hurst
Highway Number 3 (ore 43) MP 2.41
Period Covered 1-1-73 6-30-78
Compiled by RG Drawn by ______ Date 11-30-78


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Marylhurst
Portland Ave
Street or Road
River Drive
Street or Road
Indicate North
N
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-6P
Collision — Sideswipe
June, 1941 - 5 - 6PM
Property Damage
11-74-11A
9-74-11A
3-75-7P

Day 13
Night 3
Total 16

Collision Type	1973-1974				1975-1976				1977				6 Mo. 1978				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle						1		1										1		1
Head-on																				
Rear-end		2	1	3		2	3	5			2	2						4	6	10
Sideswipe																				
Turning Movement						1	2	3		1		1						2	2	4
Parking																				
Non-collision																				
Fixed Object			1	1															1	1
Pedestrian																				
Backing																				
Misc																				
TOTAL		2	2	4		4	5	9		1	2	3				0		7	9	16

Form E-260 — 2M — 11 45 5/70

1980 Osweg Cr. Slide Sec. 9200
Sunset Highway. NW of Portland
(slide correction)

5

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO [illegible]

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager ORIGINAL SIGNED BY GARY A. POTTER
Program Section

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
[illegible] 15 '83
REFER TO
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Info

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

PROJECT HISTORY - SLIDES

SECTION Oswego Creek Slide

HIGHWAY Sunset

COUNTY Clatsop

1. OCCURRENCE: DATE Winter 77-78
2. PROSPECTUS: DATE Blank RECEIVED unknown LOC. APPROVED unknown
3. O.T.C. APPROVED: 2-22-78
4. PE PROGRAMMED: DATE 11-22-78 AUTH. 1-12-79
5. ROW NEED NOTED: 9-6-78
6. REQUESTED BY ROW SECTION: State
7. ROW PROGRAMMED: DATE - AUTH. -
8. PS&E: REQUESTED 8-5-80 APPROVED: [illegible]
9. LETTING DATE: 9-25-80
10. ROW EXCEPTION REQUESTED @ PS&E: YES ____ NO ✓

GC:pf:8-5-83

nig   cc: OSHD (Coult[illegible])

STATE COPY

U.S. DEP[illegible]TMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 1-24-83	REPORT MADE BY W. M. Herron, Hwy Engr Trainee for Thomas P. Lowe, Area Engr		PROJECT NO. TQF-27-1(6)
COMPLETION DATE 7-31-81	ACCEPTANCE DATE BY CONTRACT AGENCY 1-18-82	TIME ELAPSED 201/230 = 87 %	CONTRACT TIME 230 CWD
APPROVED EXTENSIONS --	LOCATION Osweg Creek Slide - Sunset Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OSWEG CREEK SLIDE
SUNSET HIGHWAY
Slide Corrections

This project provided a counterbalance to stabilize a fill slide.

Contract time was completed within the allowable time. The final estimated cost of $367,600 underran the original authorization of $410,100 by 10 percent.

The contract work was performed in accordance with the contract requirements.

There were no significant materials problems.

--- WMH ---

NOTED
W. E. SCHWARTZ

cy
2/4

RECEIVED
STATE HWY ENGR
FEB 3 '83
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Glenn K. Hossner	
TITLE Area Engineer	DATE 1-24-83	TITLE Field Operations Engineer	DATE 2/2/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9200 2-10-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982 Warren Richards

for C. T. Keasey
Asst. State Highway Engineer

9200

January 26, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9200

Gentlemen or Ladies:

On January 21, 1982, we wrote to you concerning release of final payment on Contract No. 9200 awarded to J. C. Compton Co. for work on the Osweg Creek Slide on the Sunset Highway in Clatsop County.

Final payment on this contract is $2,836.88 and the total contract amount is $331,550.81. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: J. C. Compton Co.
P. O. Box 768
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9200

12-4-81

1 Verstoog ✓
Anderson
2 Christensen
Olson
Sullivan
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RECEIVED
DEC 0 1981
ROAD DESIGN SECTION

Do Not File
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REFERRED TO
Board ① Stoudenmeyer DMJ
Cole ② Mann
Erikson Watson
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BY FINAL DESIGN ENGINEER
Prepare Letter of Acknowledgement

NARRATIVE REPORT

Orig Cy

Osweg Creek Slide
Sunset Highway Clatsop County
Contract No. 9200 Prefix: 4-1034
F.A. No. TQF-27-1(6)

This was a Federal-Aide project awarded to J. C. Compton Company on October second, 1980 for the contract amount of $354,828.20, with a total authorization of $410,107.51. Work started on October seventh, 1980, and was completed on July thirty-first, 1981. The specified completion time was two hundred thirty (230) calendar work days with a total of two hundred and one days used.

This project consisted of constructing a counter-banance embankment, roadbed grading, paving and drainage in an effort to correct a slide area which has shown signs of movement for years.

Approximately sixty (60) percent of the counterbalance material was placed before the contractor shut down for the winter, which was on December third, 1980; the roadway widening and pavement overlay had also been completed. It was after this time that a crack developed through the overlay in what appeared to be about the original configuration of the slide. Signs of settlement were also evident. Some time later when weather permitted the crack was patched and the area reoverlayed by State Maintenance forces. Since then smaller portions of the crack have recurred, but not to the same extent. The remaining counter balance and work items were completed in the Spring of 1981.

Three (3) survey lines were established so movement could be monitored. Two lines were run in vicinity of the existing roadway (which have since been lost due to the overlay), and one survey line with six iron pins and caps set below the counterbalance.

The contractor elected to use a state controlled source, known as Elderberry Quarry northwest of M.P. 23.1 on the Sunset Highway which was listed as a prospective source for the embankment material, which required a haul road to be constructed and the area seeded and mulched at the contractors expense.

The project required the installation of two hundred twenty (220) feet of thirty-six inch steel pipe under the existing roadway by means other than open trenching. During the boring operations, several large logs, estimated at four feet or larger in diameter(since it covered the whole end of the pipe) were encountered.

The traffic control provided for in the contract seemed to be adequate, although there was an item in the contract providing for a piolet car which was not used.

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xc: Rd. Design ✓

The overall project was completed with an underrun of twelve percent.

I would recommend that this prefix be kept open, if possible, through the winter of 1981-1982 mainly to see if the slide has stabilized.

Respectfully submitted by
J. W. Cochell, Resident Engineer

9200

L

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Osweg Creek Slide

WEEK ENDING: Nov 14, 1981

SECTION PREFIX: 4-1034

HIGHWAY: Sunset

COUNTY: Clatsop

NAME OF JOB: Osweg Creek Slide

KIND OF WORK: Slide Correction

CONTRACTOR: J.C. Compton Co.

CONTRACT NUMBER: 9200

FEDERAL AID PROJECT NUMBER: F-27-1(6)

DATE OF CONTRACT: 10-2-80

DATE WORK STARTED: 10-7-80

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 230 CWD

WORK DAYS USED:

CALENDAR DAYS USED: 202

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 87.8

PROJECT AUTHORIZATION: $410,107.51

EXCLUSIVE OF ENGINEERING: $377,587.97

ENGINEERING AUTHORIZATION: $32,519.54

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92.2

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $349,167.44

ENGINEERING COST TO DATE: $25,941.72

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85.8

ESTIMATED PERCENT XXXXXXX UNDERRUN: 7.5 %

PERCENT OF AUTHORIZATION: 80 %

DATE PROJECT WAS COMPLETED: July 31, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE Agg	OIL AND/OR PAVE.	MAT'L. PROD	Class'B'	
			100			100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.08			0.08
MILES PARTIALLY COMPLETED		0.08			0.08
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		700			960
TOTAL QUANTITIES CORRECTED TO DATE		563.115			970.390
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		563.115			970.390
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No Time Charged			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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GENERAL CRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is completed , semi Final is being sent out on Nov 13,1981.
This will be the last weekly report for this job.

Construction
Region
File
FHWA

SIGNED J. W. Cochell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

OMB No. 04-R2089

1200

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 10-101	FEDERAL-AID PROJECT AGREEMENT 10-10-80	County Clatsop Project No. TQF-27-1(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 3 mi. S.E. of Elsie, S.E., 0.16 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-13-80	
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 575,000.00	$ 506,860.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By Tony Burron
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 6, 1980

Federal Aid Project
No. TQF-27-1(6)

Osweg Creek Slide
Sunset Highway
Clatsop Count

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 707+68 to Sta. 716+14)

Mobilization		All Required	$ 31,460.00
Temp. Protection and Direction of Traffic		All Required	4,000.00
Temporary Signs	320 Sq. Ft.	4.25	1,360.00
Temporary Barricades	4 Each	100.00	400.00
Temp. Plastic Safety Markers	17 Each	75.00	1,275.00
Flagmen	1,000 Hour	24.00	24,000.00
Pilot Car	120 Hour	0.01	1.20
Clearing and Grubbing		All Required	13,750.00
Removal of Structures and Obstructions		All Required	4,000.00
Ditch Excavation	20 Cu. Yd.	6.00	120.00
Embankment in Place	47,600 Cu. Yd.	2.30	109,480.00
Filter Fabric	8,000 Sq. Yd.	0.70	5,600.00
Granular Fill Material	2,300 Cu. Yd.	9.00	20,700.00
Trench Excavation	190 Cu. Yd.	9.00	1,710.00
Finishing Roadbed and Slopes		All Required	500.00
Watering	155 M-Gal.	1.00	155.00
Aggregate Base	700 Ton	15.50	10,850.00
Class "B" Asphalt Concrete	960 Ton	40.00	38,400.00
Concrete in Culverts and Walls	8 Cu. Yd.	600.00	4,800.00
Reinforcement in Culvert Transition	200 lbs.	1.75	350.00
36-Inch Culvert Pipe	90 Lin. Ft.	43.00	3,870.00
36-Inch Smooth Steel Pipe	340 Lin. Ft.	61.00	20,740.00
Installing Pipe Under Hwy.	220 Lin. Ft.	130.00	28,600.00
Guard Rail Type 2A	1,100 Lin. Ft.	12.50	13,750.00
Guard Rail Anchors, Type 1	4 Each	400.00	1,600.00
Rail End Pieces, Type C	4 Each	95.00	380.00
Extra for Asphalt Curbs	550 Lin. Ft.	3.50	1,925.00
Grouted Riprap	15 Cu. Yd.	400.00	6,000.00
Delineators	12 Each	21.00	252.00

Roadside Seeding and Mulching with Mulch Binder	3 Acre	1,600.00	4,800.00
			$354,828.20

Anticipated Items

Permanent Pavement Striping	All Required	$ 500.00
Temporary Erosion Control	All Required	5,000.00
		$ 5,500.00
	SUBTOTAL	$360,328.20
	Engineering	48,643.80
	TOTAL	$408,972.00

Length of Roadway ------------------0.160 mile
Cost of Roadway per mile -----------$2,556,075.00

Federal Funds (88.15%)----------- $360,508.00
Reserve Federal Funds-------------- 146,352.00
Total ------------------------- 506,860.00
State Funds ----------------------- 68,140.00
Total ------------------------- $575,000.00

Group 1	100%
Contract No.	9200
Prefix	4-1942
Prefix	4-1034

Osweg Creek Slide

(nonparticipating-State work)

State Responsibility for Damages	All Required	$ 1,000.00

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9200

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-21-80

FEDERAL AID PROJECT NO. QF-27-1(6)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90047

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY
SEP 10 '80
REFER TO

9-10

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
8/13/80	8/28/80	Priamry 27 Primary 47

GENERAL LOCATION:

Osweg Creek Slide Section

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Permanent Pavement Striping
S.F. $500
Tempaorary Erosion Control $5,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/28/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $575,000 Federal Funds $506,860.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8/28/80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-886

9200

47 N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/80
Donald L Root

April 24, 1980 Bid Letting ____________ All Clear Deadline

SECTION Osweg Creek Slide
Highway Sunset
County Clatsop Region I
Type of Work Slide Correction Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☐	☐	☒
D.O.G.M.I.	☐	☒	☐	☐	☒
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒	☐	☐	☐	☐

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1200

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-26-79

FEDERAL AID PROJECT NO. F-27-1(4)

STATE PROJECT NO. See below

COUNTY NAME Clatsop

PROGRAM NO.

ITEM NO. 90047

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	11-26-79
FEDERAL ROUTE NUMBER	Primary 27
STATE ROUTE NUMBER	Primary 47

GENERAL LOCATION:

Osweg Creek Slide Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 15, 1979, I approve the revised preliminary engineering costs to a TEC of $37,000 with Federal participation limited to $32,595. (Increase TEC $7,000 - Federal Funds $6,165.)

DATE 11-26-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

9200

47 N

STATE OF OREGON

LOCATION SECTION

INTEROFFICE MEMO

DATE: September 18, 1979

TO:

MEMO TO THE FILE

From: R. L. Lenz

R. L. Lenz
Hydraulics Engineer

Subject: Osweg Creek Slide
Culvert Installation
Sunset Highway
Clatsop County

The Osweg Creek Slide area is located at M.P. 22.6 on the Sunset Highway. Although there had been minor nuisance problems in this reach for years, in 1971 a 5-foot vertical movement occurred overnight and the drainage structure (a 4' wide by 6' high RCBC) was broken beneath the fill about 90 feet in from the inlet end. In 1977 a 36-inch CMP, 70 feet in length was placed through the break with a section of smooth steel pipe incorporated near the middle of this reach in a slip-joint configuration to ensure continued operation of the drainage structure. A debris barrier was also installed at the inlet end to prevent blockage occurring at the inlet end of the reduced section inside of the box culvert.

The constriction caused by the 36" CMP does not allow the passage of a 50-year recurrence discharge of 208 cfs without creating a headwater depth at the inlet of the box culvert of approximately 22 feet. The field has proposed the installation of a second 36" culvert alongside the existing box culvert at an elevation of 4.5 feet above the box culvert invert end on the same gradient of 8.7 percent. The system was checked out on the computer and will work by attaining a headwater depth of 9.7 feet above the box culvert invert (5.2 feet above the proposed 36" culvert invert) with a split of the design discharge of 208 cfs into 140 cfs for the box culvert and the remaining 68 cfs through the 36" culvert.

REFERRED TO
Beard ✓ Stoudenmeyer 2ld
Cole Sample
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

The proposed 36" culvert must be either concrete or smooth steel; preferably, smooth steel because it will be installed in a slide area. It will also be much easier to install through jacking than concrete.

Use Smooth Steel

RLL:ja

cc Frank Terpin ✓
D. O. Christensen
R. N. Bothman
William Geibel
H. Schell

1 Versteeg ✓
Anderson
2 Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 19 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9200

HW

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

August 30, 1979

J. H. Versteeg
Road Design Section Engineer

Osweg Creek Slide
~~Sunset Highway~~
Clatsop County
File 50600

Attached is a description, an authorization and prints for the subject section scheduled for the Fiscal First Quarter, 1981.

State-owned property under Parks Division jurisdiction in Section 3, Township 4 North, Range 7 West, W.M., is also required for this slide correction work. Adele Egan has initiated a request that the Parks Division designate this property as highway right-of-way.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

RECEIVED
AUG 31 1979
ROAD DESIGN SECTION

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

Do Not File ☐
Return To___
Bring Up___/___/___
Action___

9500

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1-12-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-27-1(4)
STATE PROJECT NO. See below
COUNTY NAME Clatsop
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. 90047

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED
DATE AUTHORIZATION EFFECTIVE 1-12-79
FEDERAL ROUTE NUMBER Primary 27
STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

Osweg Creek Slide Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-22-78, you are authorized to proceed with the above work for a TEC of $30,000 (based on authority for survey) with Federal participation limited to $26,430.

NOTED
F. B. KLABOE

1-16

DATE 1-12-79
SIGNATURE OF APPROVING OFFICIAL G. K.
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: OSWEG Creek Slide CLATSOP

DATE: October 10, 1978

The state has reviewed your project and reached the following conclusions:

STATE HWY ENGR
OCT 2[illegible] '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10-25-78
Copies to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
R. N. Bothman
E. L. Hardt
E. L. Everton
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

9-13-78
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: OCT [illegible] 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
SEP 1 8 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency [illegible] By MN

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7809 2 390 Due Date: OCT 06 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☒ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

No historical or archaeological sites have been recorded in the vicinity of the Osweg Creek Slide project in Clatsop County. However, the presence of a fresh water supply and the proximity of the Nehalem River make the area potentially sensitive for archaeological resources. In the event that archaeological materials are encountered during construction, this office should be notified immediately

Agency SHPO By David W. Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: OSWEG Creek Slide

PNRS #: 7809 2 390

DATE : October 10, 1978

The State Clearinghouse has received additional comments from Fish & Wildlife subsequent to our conclusion letter of ~~October 10, 1978~~ please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

(x) Please consider this letter and enclosure(s) an addendum to our previous letter.

(x) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7809 2 390 Due Date: OCT 06 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

See attached comments

Agency [illegible] By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 10/9/78

OSWEG Creek Slide
PNRS #7809 2 390

The Oregon Department of Fish and Wildlife does not oppose The OSWEG Creek Slide project in Clatsop County providing the following stipulations are observed during construction:

1. Equipment operating within the actively flowing stream is confined to the period of June 15 through September 15.
2. Adequate measures are taken to minimize turbidities which could result from construction.
3. Silt catch basins and adequate settling ponds established to avoid water quality degradation.
4. Culverts placed to conform with existing stream gradient.
5. Pollutants of any type are kept out of the waterway.
6. Soils disturbed by the project are stabilized and revegetated early enough to take advantage of the fall growing period.
7. All project debris is removed from the stream.
8. Please coordinate the planning and implementation of this project with our district fishery biologist, Warren Knispel, 619 Beerman Creek Road, Seaside, Or. 97138 (738-7066)

CLATSOP-TILLAMOOK
INTERGOVERNMENTAL COUNCIL

Box 488 • Cannon Beach, Oregon 97110 • Phone 436-1156
Jack Lesch, Director

October 11, 1978

Mr. D. H. Moehring
Department of Transportation
O'DOT Building
Highway Division
Salem, OR 97310

Dear Mr. Moehring:

This letter is to confirm action taken by CTIC at their October 10, 1978 meeting regarding the OSWEG Creek Slide, in Clatsop County. A motion was unanimously passed to support the proposal.

Sincerely,

Jack Lesch

Jack Lesch
Director

JL/glo

PROJECT MANAGEMENT
PME ☐ CCE ☐ [illegible] ☐
LGE ☐ FAE S [illegible]
OCT 1? 1978
File: PM FA
LG GP

BEN GIFFORD

MEMBERS: Astoria, Bay City, Cannon Beach, Clatsop County, Garibaldi, Gearhart, Hammond, Manzanita, Nehalem, Port of Astoria, Port of Bay City, Port of Tillamook Bay, Rockaway, Seaside, Tillamook County, Tillamook, Warrenton and Wheeler. ASSOC. MEMBER: North Tillamook County Sanitary Authority

7200 (#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1978

TO: Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P.O. Box 488
Cannon Beach, Oregon 97110

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: OSWEG Creek Slide, Clatsop Co.
Highway: Sunset Hwy., Or. Rt. 47
County: Clatsop

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 13, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 W. W. Geibel
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro Engineer

RECEIVED
STATE HWY ENGR
SEP 1 4 '78
REFER TO
FOR

Info	Inves	R/D	D-R	Sign	Act	File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 OSWEG Creek Slide, Clatsop Co.			
11	12] PROJECT LOCATION—CITY Sunset Hwy. Or. Rt. 47	PROJECT LOCATION—COUNTY Clatsop Co.	PROJECT LOCATION SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project is to correct an existing slide condition. Work involved is to [71

07 12] excavate the existing road fill down to the slip plane, along which slide [71

08 12] movement is occurring, replace the partially sheared box culvert, and replace [71

09 12] the fill in such a way as to prevent further slide movement in the project section. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$645,000	----	$105,000	---	----	$750,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: 9/13/78	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☐ 34	Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	10	13	1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9/13/78

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

F-27-1(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 6, 1978

Section Osweg Creek Slide Section

Unit (if appl)

County Clatsop FA

City

Highway Sunset 0047

State Hwy. No.

Termini: M.P.(if appl) M.P. 22.61

Length 0.4 mile ±

Region Metro/I

Construction Estimate $750,000
Program Amount

B. Purpose of Project: To excavate the existing road fill down to the slip plane, along which slide movement is occurring, replace the partially sheared box culvert, and replace the fill in such a way as to prevent further slide movement in the project section.

C. Origin & History of Project: The Jewell Junction-Quartz Creek section of the Sunset Hwy., in which the proposed project is located, has several areas of sunken grade due to slides. A major widening, realignment, and slide control survey was initiated several years ago but the project could not be funded. Several lesser projects such as the present one have been pursued to alleviate some of the more acute problems in the section. Two climbing lane sections near the slide section are to be constructed soon.

D. General Description of Project: Approximately 45,000 cubic yards of fill would be removed to reach and replace the existing culvert and correct the slide condition. Approximately 30,000 cubic yards of this material would be used temporarily to construct a detour fill just upstream of the project. The detour would be required for approximately 165 days and would be removed and replanted following the project construction.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. 2'-4' ; Parking ____

Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. 4' ; Parking ____

Traffic: Existing Facility: ~~Existing~~ 1977 ADT 3,500* ; Projected ADT 4,700 ; Yr. 1990

Existing Level of Service ____

Proposed Facility: Projected ADT 4,700 ; Yr. 1990

Projected Level of Service ____

*Summer volumes = 5,425 VPD, winter volumes = 2,275 VPD

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 5; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Quarry indicated on attached sketch map is probable source. No materials are expected to require disposal--only temporary storage at site during construction.

Type of Structure(s): 4' X 6' RCBC to be replaced.

Brief Description of River or Stream and Type of Involvement, if any:

Osweg Creek is a small forest stream which passes through the existing RCBC. The proposed replacement would require major streamside and in-stream activity which would suspend some of the quantity of silts. During low flow, most of these silts could probably be trapped and removed from the streambed.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

The No-Build alternative would require continued frequent repair of the road surface as the slide continues. Since the slide is shearing the existing culvert, decreasing its capacity, it is possible that high water could eventually cause severe damage to the highway and require extensive emergency work.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project section crosses a small stream, Osweg Creek, about 1/2 mile above the stream's confluence with the Nehalem River. In the project area, the stream is small and has too steep a gradient to have significant fish population. Maintenance of good water quality is important, however, since the Nehalem River does support significant fish populations.

Soils in the area are made up of weathered basalts, shales, and clays which contribute to the instability of the roadbed in this section of the Sunset Highway.

Vegetation adjacent to the highway is a mixture of older growth red alder, hemlock, Douglas fir. There is a luxuriant ground cover of swordfern and bleeding heart beneath the large trees along Osweg Creek, in the area of the proposed detour.

2. Cultural: There are no buildings near the project. The surrounding area is managed for forest products.

The Sunset Highway is a major recreational and commercial route between Portland and the north coast of Oregon.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
The acquisition of five acres required for construction of the detour is not expected to have significant impacts on the surrounding properties, or on the resource management of the area.

2. Estimated Impact on Traffic Patterns:
Traffic will use the detour for approximately 125 days.

Consequences--Air Quality, Noise, Safety, etc.:
No significant impacts expected.

3. Estimated Impact on Land Use:
No significant impacts expected, as noted in #1 above.

Consequences:

4. Expected Impact on Natural Ecological Resources: The area cleared for the detour will be permanently altered. The old-growth mixed stand will be replaced with a new succession of replacement vegetation. The area can be graded to simulate natural topography and boulders can be placed in the streambed to help restore natural conditions and control water velocity. Alder whips from the margins of the project can be re-established along the stream to improve soil stability and create shade.

5. Expected Impact on Cultural and Scenic Resources: The detour area will have the appearance of a roadside clearcut, temporarily. The area should have well-established grasses within a year of construction and should show a re-establishment of native species within the following 5-10 years.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Stream water quality
Slope stability and erosion control

7. Potential for Controversial Issues:

None expected.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans No conflicts.

b. Noise Standards- There are no sensitive receptors in the area and no changes in noise levels are expected, except during construction. A Noise Study Report will be prepared per FHPM-773.

c. Water Quality Standards- Steps will be taken to control silt release into Osweg Creek to meet water quality standards.

d. Area Land Use and Transportation Plans, and Zoning - no conflicts

---

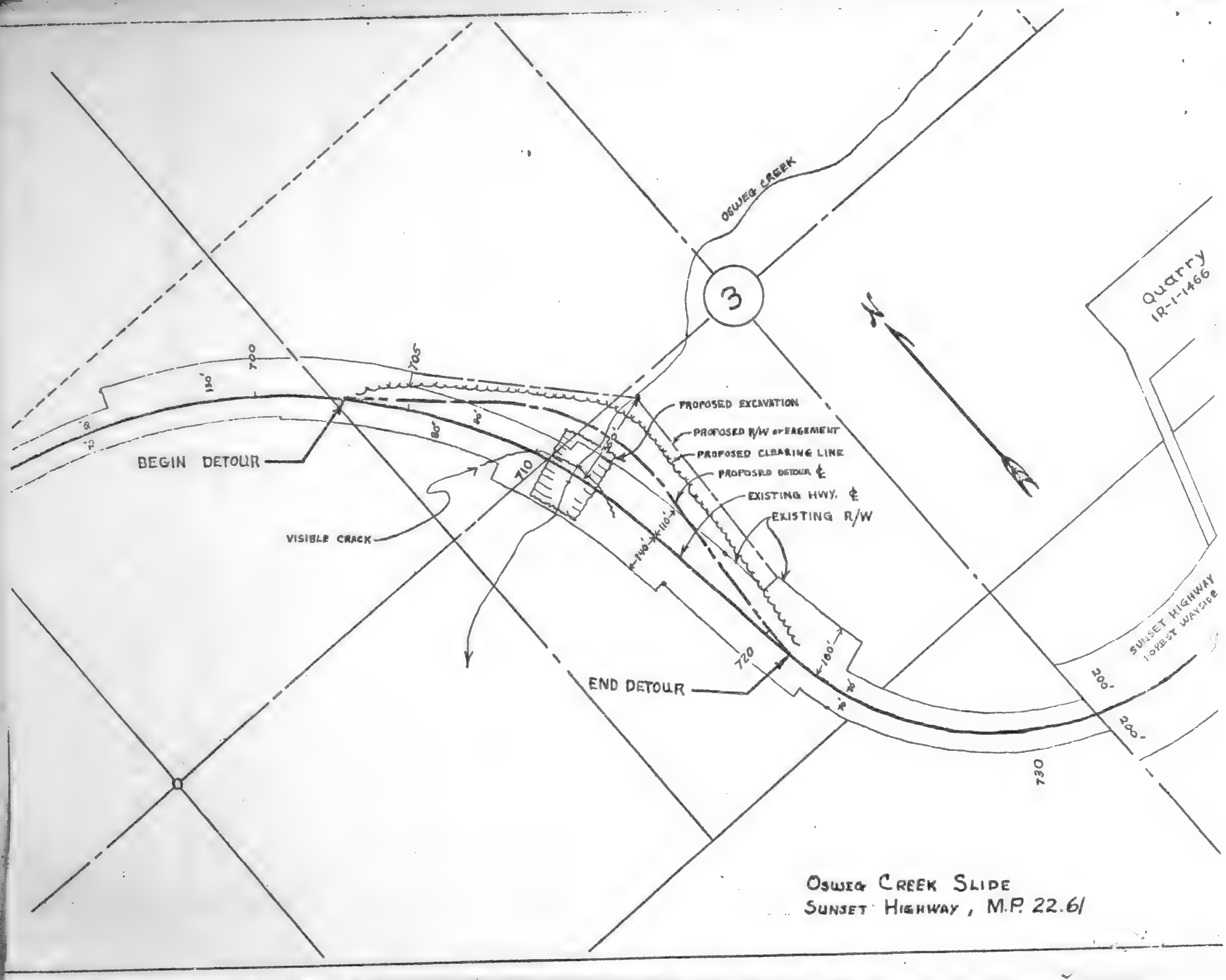
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: While the projectrequires nearly 5 acres of right-of-way and removes local habitat, in the context of the area, where large quantities of similar habitat exist, the effects of the proposed project are not considered significant. Following the immediate impacts of the detour construction and removal, Most of the newly affected area will be allowed to return to its natural ~~state. The interim effects are not of a significance which would warrant further analysis.~~

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

Form (1)10-75


BEGIN DETOUR
END DETOUR
VISIBLE CRACK
PROPOSED EXCAVATION
PROPOSED R/W or EASEMENT
PROPOSED CLEARING LINE
PROPOSED DETOUR ℄
EXISTING HWY. ℄
EXISTING R/W
OSWEG CREEK
3
N
Quarry
IR-1-1466
SUNSET HIGHWAY
FOREST WAYSIDE
700
705
710
720
730
130'
80'
80'
50'
140'
110'
180'
200'
200'

Osweg Creek Slide
Sunset Highway, M.P. 22.61

1980 McKenzie Hwy. @ 42nd St. 9202
in Springfield.
(traffic signal)

CaA 3108
1-10-80

1202

File 2.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9202

December 24, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9202

Gentlemen:

On December 21, 1981, we wrote to you concerning release of final payment on Contract No. 9202 awarded to Hamilton Electric, Inc. for traffic signal installation on McKenzie Highway at 42nd Street in Springfield, Lane County.

Final payment on this contract is $1,600 and the total contract amount is $66,325.75 including $1,059.25 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
A. Shirley

9202

REPORT NO. 33

FORM 734-3001

OREGON STATE HIGHWAY DIVISIO.

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MCKENZIE HWY AT 42ND ST.(SPRINGFIELD)

WEEK ENDING: 24 OCTOBER 1981

SECTION PREFIX: 120-8217

HIGHWAY: FAU 1120(MCKENZIE HWY)

COUNTY: LANE

NAME OF JOB: MCKENZIE HWY AT 42ND ST.(SPRINGFLD)

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: HAMILTON ELECTRIC,INC..

CONTRACT NUMBER: 9202

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: 9 OCTOBER 1980

DATE WORK STARTED: 13 MARCH 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 180

SPECIFIED COMPLETION DATE

WORK DAYS USED:

CALENDAR DAYS USED 180

PERCENT OF TIME ELAPSED 100.0%

PROJECT AUTHORIZATION: $ 78157.70

EXCLUSIVE OF ENGINEERING: $ 68926.70

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66832.25

ESTIMATED PERCENT UNDERRUN 3.0 %

SIGNAL TEST ENGR: 2405.00

ENGINEERING AUTHORIZATION $ 6826.00

TOTAL ENGR: 9231.00

ENGINEERING COST TO DATE $ 10928.34

THIS WEEK 0.0

PERCENT OF AUTHORIZATION 118.4 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97.0%

DATE PROJECT WAS COMPLETED: 29 JULY 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	TRAFFIC SIGNAL		FIRE PRE-EMPT SYSTEM					
PERCENT	100.%		100.%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	PARTLY CLOUDY	0		
TUESDAY	OVERCAST	0		
WEDNESDAY	CLEAR	0		
THURSDAY	CLEAR	0		
FRIDAY	CLEAR	0		
SATURDAY		0		

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OCT 26 1981
CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	McKenzie Hwy at 42nd St (Springfield) - for week of October 18 thru 24, 1981.
MONDAY	No project work activity.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No project activity.

Next week: No activity planned.

NOTE: Project completed. Semi-final to be submitted when material certifications are received.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

F216

9202

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

August 24, 1981

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Re: Time Extension Request
McKenzie Hwy. @ 42nd Street
Contract No. 9202

Gentlemen:

Your request for 28 additional calendar days in which to complete the above project due to a strike at your pole supplier's plant has been reviewed and is granted. This will eliminate all liquidated damages under this contract.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Alfred Shirley "
Ellis Jones "
Robert Church

RECEIVED
STATE HWY ENGR
AUG 25 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

CON 5

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: O.B. Jackmond
Contract Administration Engineer

DATE: August 14, 1981

FROM: James J. Gix
Regional Construction Engineer

SUBJECT: McKenzie Hwy. @ 42nd Street (Springfield)
Contract 9202
Contractor's Request for Extension of Time

RECEIVED
AUG 17 1981
CONSTRUCTION BRANCH

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Herewith are copies of Contractor's Request for Extension of Time and all supporting documentation. Resident Engineer's analysis indicates that 28 additional calendar days should be granted due to a strike in a supplier's fabrication plant during the scheduled production of the strain poles.

I agree with the Resident Engineer's recommendation and recommend approval of an additional 28 days which eliminates all liquidation damages charged against the contract.

8-24-81

CTK —

I concur with Resident and Region.

jjg/cp
attach.
cc: E. Jones

Contains Recycled Materials
1-125-1387

SP*75683-125

STATE OF OREGON

INTEROFFICE MEMO

ODOT-Construction,Eugene
DEPT

686-7608
TELEPHONE

File: CON 5

TO: A. Shirley, Region Engineer

DATE: August 11, 1981

FROM: Ellis H. Jones, Resident Engineer

SUBJECT: Project: McKenzie Hwy @ 42nd Street (Springfield)
Contract: 9202
Contractor's Request for Extension of Time

The contract was awarded October 8, 1980 and the calendar day count began October 21, 1980. The completion time limit was 180 days being April 18, 1981.

The poles were ordered by the contractor as soon as possible ,October 13, 1980, and the shop drawings were submitted to this office one month later on November 14,1980. The shop drawings were returned to the contractor on November 24 ("Returned for Correction") because they lacked the required detail for sign mounts as required by the plans. The contractor resubmitted the shop drawings to the state on December 8, 1980 with the required details. These drawings were approved ("Approved as Noted") and returned to the contractor December 17, 1980.

The contractor mentions a "change in pole design" on December 17, 1981. This change was an increase in pole length from 28 ft. to 30 ft. which did not delay fabrication of the poles. The fabricator released the poles for construction on December 22, 1980.

The poles were to be manufactured during the month of March, 1981 with a scheduled delivery date of March 20, 1981. This would have allowed the contractor enough time to complete the project on time but on March 2, 1981 workers at the plant went on strike. The strike was settled March 25, 1981 and production resumed March 30. This strike resulted in a time delay of 28 days (March 2 thru March 29).

Work on the pole bases and traffic loops was started April 4, 1981. By April 24, 1981 all work was completed that could be done until the poles arrived. After the poles were delivered to the contractor on April 27, 1981, work continued in a diligent manner until the project work was completed May 15, 1981. At that time the project was put on temporary suspension of work until the telephone company could adjust their lines to eliminate a conflict with the traffic signal heads.

The telephone company completed their work July 28, 1981. On July 29, 1981 the temporary suspension of work was lifted and work was completed by the contractor on the same day. This work was extra work to the contract and resulted in one additional day being charged to the contract. All work was completed July 29, 1981 and a total of 28 excess days were charged to this contract.

Based on the letters submitted by the contractor documenting the dates of the strike at the pole suppliers plant which delayed the project 28 days and the extra work required of the contractor (1 day), it is recommended that the 28 additional calendar days be granted and no liquidated damages be charged against this project.

EHJ/bp
Enclosures: Contractor's Request for Time Extension w/attachments
Letter from Hamilton Electric increasing request from 207 to 208 dys.
Chart of Days worked by contractor
cc: File

9202

Form 81-734-3208

SUPPLEMENT

9-8 L

Order for Extra Work

OREGON STATE HIGHWAY DIVISION

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name McKenzie Highway at 42nd Street (Springfield)

Date 24 July, 1981

Highway FAU 1120 (McKenzie Highway)

Contract No. 9202

County Lane

Prefix 120-8217

Contractor Hamilton Electric, Inc.

F. A. Project No. (State)

Address P.O. Box 708, Eugene, Oregon 97401

Order No. 1 (SUPPLEMENT)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install material for loop vehicle detectors as shown on attached sheet. Relocate Pole #1 (strain pole with luminaire extension). Install pedestrian pipe standard in SW quadrant instead of the SE quadrant as shown on plans. Furnish and install materials needed to relocate strain pole and pedestrian pipe standard.

Location by station numbers:

182+67.5

Estimate of quantities and cost:

801	Labor:	$350.00
	Equipment:	20.00
	Materials:	470.00
	Total:	$850.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The loop detectors were requested by the City of Springfield after the contract was let. The strain pole and pedestrain pipe standard were relocated due to a utility conflict discovered at the time of excavation for footings.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 78,157.70
Present estimate of project costs, including $ 850.00 for work under this order	$ 75,936.00
Expected under-run ~~over-run~~ amount	$ 2,221.70
Expected under-run ~~over-run~~ per cent	2.8%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

NOTED D. O. Christensen

DS 7-31-81

Approved Construction Engineer

7-28-81

SP*70975-734

9202

P

September 25, 1980

ACC

City of Springfield
City Hall
Springfield, Oregon 97477

Attn: George P. Vinson
City Recorder

Gentleman:

On September 25, 1980 a satisfactory bid was received from Hamilton Electric, Inc., P.O. Box 703, Eugene, Oregon 97440 for McKenzie Highway at 42nd Street (Springfield) Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items:		$64,855.00
Anticipated Additional Items:		
Permanent Pavement Striping	$1,000	
State Furnished Software	800	
Signal Controller Testing (Engineering)	1,100	
Opticom Testing	505	
		3,405.00
		68,260.00
4 1/2% Contingencies		3,071.70
10% Engineering		6,826.00
ESTIMATED TOTAL COST		$78,157.70

City's Advance Deposit:
100% of $78,157.70 or say $78,150.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 15, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment
bcc w/AD # 819: Region 3 Federal Aid Engineer, Jack Ayres
Vern Skoog - Please return completed AD # 819 when advance deposit is received.

9.20.2 Km.

~~Section~~ Main St. @ [illegible]nd St. (Springfield) Programming Estimate $ 102,000

Highway McKenzie Project Length N/A

County Lane Completion Time 180 Calendar

Kind of Work Traffic Signals Est. Comp. Date

Prefix 20-8285-921 Letting Date Sept 25, 80 Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 85,840.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software	500	$ 3405.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1100	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Opticom Testing	805	
Subtotal		$ 89,245.00
Contingencies (4-1/2%)		4,016.00
Engineering (8, 9, [✓ 10%])		8,924.50
Subtotal		$ 102,185.5
Credit for		
Estimated Net Authorization, Construction		$ 102,185.53

APPROVED cc: Jack Ayres

8-19-80
OK says
Jack Ayres

Rec'd
8-14-80

Road Design Engineer

Rev. 5/70

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 8/13/8
ection Main St. @ 42nd St. Springfield
County Lane
Kind Of Work Traffic Signals
Length
Name Bill Borgstedt

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	—	1,500.00
	Temporary Signs		Sq.Ft.	130	6.00	780.00
	Flagmen		Hour	40	24.00	960.00
	Traffic Signal Installation, Complete		All	All	—	76,600
	Fire Preemption System, Complete		All	All		6,000
						85,840.00

January 10, 1980

AGR 4-1

City of Springfield
City Hall
Springfield, OR 97477

Attention: George P. Vinson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment on the McKenzie Highway at 42nd Street in Springfield.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

4202

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-3558~~ 440-3399

December 12, 1979

In Reply Refer to
File No. PRO 6

Mr. Kevin Roberts
Traffic Administrator
City of Springfield
346 Main Street
Springfield, OR 97477

Dear Kevin:

This will acknowledge receipt of three copies of City Resolution No. 79-279 to accompany Construction - Finance Agreement No. 3108 for the McKenzie Highway (Main Street) at 42nd Street Traffic Signal project.

By copy of this letter I am forwarding this City Resolution to the Project Management Section in Salem to be attached to Agreement No. 3108 and replace City Resolution No. 79-222, which was inadvertently sent with the agreement.

I am instructing those Highway people who received copies of my December 3, 1979, letter to replace Resolution No. 79-222 with Resolution 79-279.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
Larry Asburry
Ellis Jones
Marty Havig

Form 734-3122

9202

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6658~~ 440-3399

December 3, 1979

In Reply Refer to
File No.: PRO 6

Mr. Kevin Roberts
Traffic Administrator
City of Springfield
346 Main Street
Springfield, OR 97477

Dear Kevin:

This will acknowledge receipt of three signed copies of Construction-Finance Agreement No. 3108 for the McKenzie Highway (Main Street) at 42nd Street traffic signal project. Also acknowledged is City Resolution No. 79-222 authorizing execution of this agreement and the advance deposit of $5,000 for preliminary engineering and design services.

By copy of this letter I am forwarding these documents to the Project Management Section in Salem for further processing.

A fully executed copy of this agreement will be returned to you for your files.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
Larry Asburry
Ellis Jones
Marty Havig

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
[illegible]
REFERRED TO
FOR
FILE: PM FA LG.

Form 734-3122

720.2

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON 97477

PUBLIC WORKS

346 MAIN STREET
726-3753

November 20, 1979

Mr. Jack Ayres
Regional Federal-Aid Engineer
Highway Division
P.O. Box 1128
Roseburg, OR 97470

SUBJECT: PRO 6, Construction-Finance Agreement No. 3108

Dear Jack,

Enclosed are three copies of the signed Construction-Finance Agreement No. 3108, with the City's resolution authorizing execution of the agreement for the installation of traffic signals at the intersection of 42nd Street with Main Street. Also enclosed is the City's advance deposit of $5,000 for preliminary engineering and design services.

Please return a copy of the agreement once executed by the State.

We look forward to working with the Highway Division on this project.

Very truly yours,

Kevin

Kevin Roberts
Traffic Administrator

cw

Enclosures

920 2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Mr. Michael Kelly
Director of Public Works
City of Springfield
346 Main Street
Springfield, OR 97477

November 9, 1979

In Reply Refer to File No.: PRO 6

Dear Mr. Kelly:

Attached for your review and signature by appropriate City officials are three copies of Construction - Finance Agreement No. 3108 for the proposed 42nd and Main Streets traffic signal installation project in the city of Springfield. Also required is a City Resolution authorizing execution of this agreement as described in paragraph #4 under CITY OBLIGATIONS.

If these documents appear satisfactory to the City, please return the three signed copies of the agreement and the City Resolution to me.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

Jack Ayres

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp
attach.
cc: D.H. Moehring
Larry Asburry
Ellis Jones

Form 734-3122

9202

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. E. Swan
Operations Programming Engineer

ATTN: M. C. Holmes

DATE: October 16, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Revision
42nd at Main Street
McKenzie Highway
Springfield

The City of Springfield wishes to finance a complete revision of the subject signal. The P.E., design, letting and field engineering are to be done by the State at the City's expense. Estimated costs for P.E. and design are $5,000.

An agreement was not prepared for the original installation (circa 1955) as this location was then out of the city limits and involved two highways (Springfield-Creswell and McKenzie) and a county road. However, in the construction of the 19th Street-East City Limits project in 1966, this signal, along with an existing signal at 21st Street, were revised and covered by Agreement No. 3108. This will need to be modified in that the State will assume maintenance and the City will retain power responsibility after this proposed revision.

Would you please prepare an agreement in accordance with this information.

City and State correspondence pertinent to the proposal is attached.

6-2-66
FAU 1265

L. E. George
Traffic Engineer

BET:ds
Attachments

cc: Jack Ayres

TRA 7

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON 97477

PUBLIC WORKS

346 MAIN STREET
726-3753

October 3, 1979

ROSEBURG REGION
RECEIVED
OCT -4 1979

RE	RME	RCE	ROE	2
RUE	[illegible]	RSR	RPR	RLE
ENV	[illegible]	RBI	SEC	

Mr. Alfred Shirley
Regional Engineer
Oregon Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Subject: Traffic Signal Improvements on N. 42nd St. and at the I/S of N. 42nd St. and Main St.

Dear Mr. Shirley:

The City of Springfield hereby rescinds its request to have the Highway Division perform the preliminary engineering for signalizing the two Weyerhaeuser entrances on N. 42nd Street. We are rescinding our original request for the following reasons: the City has recently employed an individual with extensive signal experience, and Mr. Kip Osborn has informed the City that it would be impossible for the State to meet our bid date of mid December 1979 for plans and specifications.

The City does not wish to recind its request for modifying the traffic signals at the intersection of N. 42nd Street with McKenzie Highway (Main Street). We have reviewed the Highway Division's revised estimate of cost and it is acceptable to the City.

Mr. Kip Osborn has explained to us that the 42nd St./McKenzie Highway project would be let under a separate contract from the other work scheduled on N. 42nd Street.

An advance payment of $5,000 for preliminary engineering will be forthcoming for the 42nd Street/McKenzie Highway project. Please initiate the proper agreement to complete this work.

Should you require additional information, please contact Kevin Roberts, Traffic Administrator, or myself.

Very truly yours,

Michael A. Kelly
Michael A. Kelly
Director of Public Works

order to ~~[illegible]~~ Render Service
made out on Oct. 9, 1979

MAK/KR/bj

1980 NE Columbia Blvd. - NE 9203
Weidler St. (Unit 2), Pac. Hwy.
Portland (gr, pav, sign & ill)

CYA 6286
(See: 9062)
7-30-79

9203 26-1014

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-14-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 8-28-80 TO 5-27-83

FEDERAL AID PROJECT NO. IX-9809(7)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
428,955.03	427,946.20	85%	363,754.27	363,754.27	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 2/14/84

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Columbia Blvd-Weidler St, Unit #2					
	Pacific East Highway					
	Multnomah County					
	Construction					
	Type Code 6103					
	Roadway (Sta. 170+30 to Sta. 179+83)					
	Final Contract Payment Summary		Lump Sum		$365,064.06	
SFO	#1 RElocate valves, services, and boxes (Work by City of Portland Water Bureau)		All Required		2,608.39	
SFO	#2 Permanent Pavement striping (State)		All REquired		1,096.82	
SFO	#3 Furnish water during plant establishment period (City of Portland Water Bureau)		All Required		34.61	
SFO	#4 Install 1½" water service for irrigation System (City of Portland Water Bureau)		All Required		1,076.39	
SFO	#5 Remove five old style mercury vapor street lights (City of Portland Electrical Crew)		All Required		456.44	
SFO	#6 Furnish andplace trash receptacles (City of Portland Bureau of Maintenance)		All Required		713.85	
SFO	#7 Install signs and riders (State)		All Required		730.33	
	Total Participating Construction Cost				$371,780.89	
	Construction Engineering					
	City of Portland		All Required		2,838.69	
	State		All Required		52,928.44	
	Total Participating Construction Engineering				$ 55,767.13	
	Misc Project Cost					
	Audit Expense		All Required		152.75	
	EEO monitoring Expense		All Required		245.43	
	Total Misc Project Cost				,398.18	
	Total Participating Project Cost				$427,946.20	
	Non Participating Project Cost					
	Interest on Final Payments		All Required		206.67	
	Construction Engineering (State)		All Required		802.16	
	Total Non Participating Project Cost				1,008.83	
	Total Project Cost				$428,955.03	
	AMOUNT CARRIED FORWARD.					

```
                                       TOT       P8
                                       TOT       N1                    344.13           403.40             566.62
                                       TOT       N2                                      92.72             187.70
                                    ** JOB TOTALS **                   358.09  **     1,084.27  **     176,738.84  **

NE COL BLVD-NE WEIDLER ST(UNI CONT NO 9203 * FA PROJ NOS XI   9809007 100                                              STATE
                          026    1014    201      00 P 1  Pay Contractor                              365,064.06    81   82
                          026    1014    206      00 N 1  Interest                                        206.67    82   82
                          026    1014    270      02 P 1  SFO #2                                        1,096.82    81   81
                          026    1014    270      03 P 1   " #3                                            34.61    81   82
                          026    1014    270      04 P 1   " #4                                         1,076.35    81   81
                          026    1014    270      05 P 1   " #5                                           456.44    82   82
                          026    1014    270      06 P 1   " #6                                           713.85    82   82
                          026    1014    270      07 P 1   " #7                                           730.33    82   82
                          026    1014    285      01 P 1   " #1                                         2,608.39    81   81
                          026    1014    295      00 N 9  Tr. State                                    67,360.00    80   83
                          026    1014    296      00 N 9   " City                     347.78          431,114.27CR  80   84
                          026    1014    298      00 N 9   " Fed                      347.78CR        363,754.27    80   84
                          026    1014    900      00 P 1  Const. Engr.                542.20CR         44,640.09    80   84
                          026    1014    900      00 N 1   "                          542.20              802.16    80   84
                          026    1014    903      00 P 1  Pay City                     50.72            2,838.69    81   84
                          026    1014    915      00 P 1  Audit                        82.33              152.75    81   84
                          026    1014    920      00 P 1  Prog. Sec.                                       64.02    80   80
                          026    1014    940      00 P 1  Salem Lab                                     4,090.30    81   81
                          026    1014    941      00 P 1  Port. "                                       1,116.08    81   82


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      APRIL 1984          PAGE   91
                                                                                 FISCAL           GRAND TOTAL      ACTIVE YRS
     DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE          TO DATE        BEG   END
                          026    1014    944      00 P 1  Technical Services                        1,151.67    81   82
                          026    1014    945      00 P 1  Const. Sec                                   772.28    81   83
                          026    1014    946      00 P 1  Region Office                                  6.71    81   81
                          026    1014    948      00 P 1  Sun Const Eng  9.11CR                     1,086.79    81   84
                          026    1014    985      00 P 1  EEO Monitor                                  245.43    81   81
                                         TOT         P1              9.11CR        409.15CR        427,946.20
                                         TOT         N1                            542.20            1,008.83
                                      ** JOB TOTALS **               9.11CR**      133.05  **      429,955.03  **

                                                                                                                   STATE
BANFIELD AIR MONITOR PJ          CONT NO        FA PROJ NOS X10 0068003 100
                          026    1015    270      01 P 1     326.86          7,788.78          24,603.93    81   84
                          026    1015    296      00 N 9     290.29CR        9,401.66CR        20,927.24CR  81   84
                          026    1015    298      00 N 9     290.29          9,401.66          20,927.24    81   84
                          026    1015    900      00 P 1                        26.83              26.83    83   83
                          026    1015    900      05 P 1                                          280.65    81   82
                          026    1015    920      00 P 1                                           16.53    81   82
                                         TOT         P1      326.86          7,815.61          24,927.94
                                      ** JOB TOTALS **       326.86  **      7,815.61  **      24,927.94  **
```

801
BILLING NUMBER 45

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/31/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	8	HES -0024-020 APPR-141	394.00	1,827.00	1,827.00	90.00	1,644.30	394.00	1,250.30 B	
026-1013		PREFIX TOTALS	156,249.00	176,738.84	175,984.52		158,386.07	154,582.39	3,803.68	
026-1014	1#	XI -9809-007 APPR-823	363,754.27	428,955.03	427,946.20	85.00	363,754.27	363,754.27		
026-1015	1	X10 -0068-003 APPR-772	40,931.00	24,956.74	24,956.74	85.00	21,213.23	21,188.75		24.48
026-1016	1	X10 -9361-005 APPR-772	28,033.00	32,165.10	34,201.92	85.00	29,071.63	28,033.00	1,038.63 B	
026-1017	1	X10 -0024-029 APPR-772	908,269.00	1082,693.72	1079,303.63	85.00	917,408.09	908,269.00	9,139.09 B	
	2	X10 -0024-029 APPR-580	82,980.00	97,623.53	97,623.53	85.00	82,980.00	82,980.00		
	8	X10 -0024-029 APPR-772	33,000.00	38,802.66	38,720.34	85.00	32,912.29	32,912.29		
026-1017		PREFIX TOTALS	1024,249.00	1219,119.91	1215,647.50		1033,300.38	1024,161.29	9,139.09	
026-1018	1#	HES -0024-028 APPR-141	62,727.12	73,754.27	69,696.80	90.00	62,727.12	62,727.12		
026-1019	1	F -2702-010 APPR-010	2201,146.00	2443,373.05	2440,899.54	88.18	2152,385.21	2152,385.21		
026-1020	1#	X10 -9713-003 APPR-772	193,147.92	226,525.95	227,232.85	85.00	193,147.92	193,147.92		
026-1021	1	X10 -0068-005 APPR-580	2735,000.00	3381,375.82	3373,584.38	85.00	2867,546.72	2735,000.00	132,546.72 B	
	2	X10 -0068-005 APPR-580	8522,131.00	12417,058.25	12398,069.15	85.00	10538,358.78	8522,131.00	2016,227.78 B	
	3	X10 -0068-005 APPR-000		5609,476.59	5596,811.32					
	8	X10 -0068-005 APPR-580		83,180.01	82,777.02	85.00	70,360.47		70,360.47 B	
026-1021		PREFIX TOTALS	11257,131.00	21491,090.67	21451,241.87		13476,265.97	11257,131.00	2219,134.97	
026-1022	1	HES -0024-030 APPR-141	107,004.00	111,413.80	110,986.53	90.00	99,887.88	99,887.88		
	8	HES -0024-030 APPR-141	28,400.00	18,454.19	18,406.20	90.00	16,565.58	16,565.58		
026-1022		PREFIX TOTALS	135,404.00	129,867.99	129,392.73		116,453.46	116,453.46		
026-1023	1	X10 -0068-004 APPR-580	1098,638.00	1082,913.83	1076,097.98	85.00	914,683.28	914,614.88		68.40
	2	X10 -0068-004 APPR-000		4.06	4.06					
	3	X10 -0068-004		235,684.78	233,714.64					
	9									
026-1023		PREFIX TOTALS	1098,638.00	1318,602.67	1309,816.68		914,683.28	914,614.88		68.40
026-1024	1	HES -0001-015 APPR-141	66,522.00	76,613.43	71,754.82	90.00	64,579.34	64,152.98		426.36

92c3

r11

OSHD(Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED[illegible]L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

5-5-83

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5/5/83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9809(7)
COMPLETION DATE 8/3/81	ACCEPTANCE DATE BY CONTRACT AGENCY 1/15/82	TIME ELAPSED 98 %	CONTRACT TIME 200 Calendar days
APPROVED EXTENSIONS -----------	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE COLUMBIA BLVD. - NE WEIDLER ST. (UNIT 2 - PORTLAND)
PACIFIC EAST HWY.
Grading, Paving, Signing & Illumination

This project provides a smooth flowing connection of north bound traffic from the Grand-Union one way couplet, to the two way section of Pacific Highway East.

The contract allowed 200 days to complete the work, the contractor used 197 days.

The original authorization was for $449,000. The final cost is $428,000.

The overall appearence of the completed work is good. The new pavement rides well.

RECEIVED
STATE HWY ENGR
MAY 31 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 5/25/83	TITLE Field Operations Engineer	DATE 5/27/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

0223 1E

ROAD DESIGN SECTION 378-6558

E. L. Hardt
Region 1 Engineer, PORTLAND

April 12, 1983

W. H. Wakerlig
Right of Way Descriptions Supervisor

N.E. Columbia Blvd.-N.E. Weidler
Pacific Highway East
Multnomah County

RECEIVED
APR 12 1983
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
Llacnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File
Return To
Bring Up
Action

We are forwarding herewith a reproducible map (1R-4-690) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.

2. Date of Survey.

3. Surveyor's Seal.

4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. ~~Engineer~~ Draftsman
DESIGNER

ALD:rlr
Attachment

9203

2.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 3-62		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number IX-9809(7)
MODIFICATION NUMBER 1	3/1/82	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 10 , 19 80 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,000,000.00	$ 449,082.00
Federal funds	$ 850,000.00	$ 381,719.00
Other revisions		

This modification is made for the following reasons: to reflect a decrease in construction costs and release funds for use on IX-9699(5).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XXX By ~~For: H.S. Coulter, P.E.~~

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 18, 1982

Federal Aid Project
No. IX-9809(7)

Columbia Blvd.-Weidler St. (Unit 2) Sec.
Pacific Hwy. East
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6103
Roadway (Sta. 170+30 to Sta. 179+83)

Subtotal same as previous estimate of October 7, 1980 $389,486.00

Additional Approved Items

SFO 1 Work by City of Portland (Water Bureau)	All Required	$ 4,039.00
SFO 3 State Furnished Water	All Required	100.00
SFO 4 Install 1 1/2" Water Meter	All Required	1,850.00
	SUBTOTAL	$395,475.00
	Engineering	53,607.00
	TOTAL	$449,082.00

Length of Project ----------- 0.181 mile
Cost of Roadway Per Mile ----$2,481,116.04

Federal Funds (85%)----------$ 381,719.00
City Funds ------------------ 67,363.00
TOTAL $ 449,082.00

Group 1 100%
Contract No. 9203
Prefix: 26-1014

9203

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-95	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-10-80	State Oregon STATE COPY County Multnomah Project No. IX-9809(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, Tillamook St. to Broadway (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-28-80	0.181
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT $ 1,000,000.00	FEDERAL FUNDS $ 850,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXXFor: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator [illegible] 10 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. .PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 7, 1980

Federal Aid Project
No. IX-9809(7)

Columbia Blvd.-Weidler St., Unit 2
Pacific East Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code 6103
Roadway (Sta. 170+30 to Sta. 179+83)

Mobilization		All Required	$ 14,000.00
Temporary Protection and Direction of Traffic		All Required	12,000.00
Temporary Signs	305 Sq. Ft.	9.00	2,745.00
Temporary Barricades	10 Each	125.00	1,250.00
Temp. Plastic Safety Markers	135 Each	75.00	10,125.00
Flagmen	1,000 Hour	22.50	22,500.00
Temp. Reflective Pavement Markers	21 Each	6.00	126.00
Sequential Arrow Signs	2 Each	3,500.00	7,000.00
Removal and Loading of Structures and Obstructions		All Required	30,000.00
Hauling and Disposing of Structures and Obstructions		All Required	13,500.00
Earthwork		All Required	5,000.00
Special Backfill Material	160 Cu. Yd.	12.50	2,000.00
Trench Excavation	170 Cu. Yd.	10.00	1,700.00
Finishing Roadbed and Slopes		All Required	5,000.00
Furnishing and Placing Topsoil	900 Cu. Yd.	12.50	11,250.00
Watering	20 M-Gal.	15.00	300.00
Bond breaking Sand	8 Ton	12.50	100.00
Lime Treated Subgrade	5,000 Sq. Yd.	5.00	25,000.00
Lime for Treated Subgrade	55 Ton	150.00	8,250.00
Class "B" Asphalt Concrete Mixture	2,600 Ton	21.00	54,600.00
Asphalt Cement in Mixture	165 Ton	190.00	31,350.00
8-Inch Culvert Pipe	84 Lin. Ft.	9.00	756.00
8-Inch Sewer Pipe	98 Lin. Ft.	14.50	1,421.00
10-Inch Culvert Pipe	100 Lin. Ft.	16.25	1,625.00
Concrete Inlets, Type G-1	4 Each	370.00	1,480.00
Concrete Walks	610 Sq. Yd.	15.65	9,546.50
Concrete Driveways	280 Sq. Yd.	19.00	5,320.00
Concrete Curbs	64 Cu. Yd.	170.00	10,880.00

Extra for Asphalt Approaches	7 Each	260.00	1,820.00
Adjusting Manholes	10 Each	195.00	1,950.00
Adjusting Inlets	5 Each	300.00	1,500.00
Furnishing and Planting Trees	3 Each	90.00	270.00
Furnishing and Planting Shrubs	721 Each	9.00	6,489.00
Bark Mulch	15 Unit	210.00	3,150.00
Soil Conditioner	107 Cu. Yd.	23.00	2,461.00
Irrigation System		All Required	14,700.00
Removal of Existing Sign Installations		All Required	525.00
Move and Reinstall Existing Signs		All Required	950.00
Wood Sign Posts		All Required	475.00
Sign Support Footings		All Required	3,675.00
Special Pipe Sign Supports		All Required	4,100.00
Type "C" and "D" Signs in Place	100 Sq. Ft.	13.65	1,365.00
Type "EE" Signs in Place	22 Sq. Ft.	15.75	346.50
Type "H" Signs in Place	9 Sq. Ft.	15.00	135.00
Type "T" Signs in Place	11 Sq. Ft.	20.00	220.00
Type "U" Signs in Place	29 Sq. Ft.	20.00	580.00
Removal of Existing Illumination		All Required	2,100.00
Pole Foundations		All Required	6,500.00
Roadway Lighting Poles and Bracket Arms		All Required	18,850.00
Luminaires and Ballasts		All Required	2,550.00
Conduit, Wiring, Lamps, Etc.		All Required	16,650.00
Traffic Signal Installation, Complete		All Required	7,500.00
			$ 387,686.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 900.00
Temporary Erosion Control	All Required	100.00
On the Job Trainees	All Required	800.00
		$ 1,800.00
	SUBTOTAL	$ 389,486.00
	Engineering	52,580.00
	TOTAL	$ 442,066.00

Length of Project ---------------- 0.181 mi.

Cost of Roadway per mile --------- $2,442,353.59

Work Retained in Program Status
(not included in amounts below)

State Furnished Water	All Required	100.00
Work by City of Portland Water Bureau	All Required	2 000.00
Install 1 1/2" Water Meter	All Required	1 580.00

Federal Funds (85%) ------------------	$375.756.00
Reserve Federal Funds ----------------	474,244.00
Total ---------------------------	850,000.00
State Funds --------------------------	150,000.00
Total ---------------------------	$1,000,000.00

Group 1	100%
Contract No.	9203
Prefix	26-1905B
Prefix	26-1014

9203 2-18-82 4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71443

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/82

8. FEDERAL ROUTE NUMBER FAU 9809

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
NE Columbia Blvd. - NE Weidler (Unit #2)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/82 I approve the revised Construction costs to a TEC of $449,082 Federal Funds $381,719.

(Decrease TEC $551,918 Federal Funds $468,281)

RECEIVED

14. DATE 2/18/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9225

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 18, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 71443
Project No. IX-9809(7)
Columbia Blvd.-Weidler (Unit 2) Sec.
Multnomah County

I request your approval of a program change releasing $468,281 in federal funds from the subject project to provide funds for Project IX-9699(5). This action was requested by the City of Portland.

Enclosed are revised project agreement estimates and modification of project agreements for the subject project which reflect the decrease.

CL:bkc
Attachments

cc: R.N. Bothman
J. Rose
E. Mershon
G. Zehner
General Files

Form 734-3122

a
Dm H.

Oregon State Highway Division
Salem, Oregon February 18, 1982

Federal Aid Project
No. IX-9809(7)

Columbia Blvd.-Weidler St. (Unit 2) Sec.
Pacific Hwy. East
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6103
Roadway (Sta. 170+30 to Sta. 179+83)

Subtotal same as previous estimate of October 7, 1980 $389,486.00

Additional Approved Items

SFO 1 Work by City of Portland (Water Bureau)	All Required	$ 4,039.00
SFO 3 State Furnished Water	All Required	100.00
SFO 4 Install 1 1/2" Water Meter	All Required	1,850.00
	SUBTOTAL	$395,475.00
	Engineering	53,607.00
	TOTAL	$449,082.00

Length of Project ----------- 0.181 mile
Cost of Roadway Per Mile ----$2,481,116.04

Federal Funds (85%)----------$ 381,719.00
City Funds ------------------ 67,363.00
TOTAL $ 449,082.00

Group 1	100%
Contract No.	9203
Prefix:	26-1014

9203

2-10-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982 Warren Richards

for C. T. Keasey

Asst. State Highway Engineer

9203

E

January 25, 1982

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9203

Gentlemen or Ladies:

On January 19, 1982, we wrote to you concerning release of final payment on Contract No. 9203 awarded to Dirt & Aggregate Interchange, Inc. for work on the N.E. Columbia Boulevard-N.E. Weidler Street (Unit 2) Section of the Pacific Highway East in Portland, Multnomah County.

Final payment on this contract is $6,775.55 and the total contract amount is $365,064.06 including $3,870.70 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Dirt & Aggregate Interchange, Inc.
2220 N.W. Burnside Road
Gresham, OR 97030

K L & K Associates, Inc.
500 N.E. Multnomah St., Suite 1262
Portland, OR 97232

Bc: C. T. Keasey
Walt Hart
E. L. Hardt

9203

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-12-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71443

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/16/81

8. FEDERAL ROUTE NUMBER FAU 9809

9. STATE ROUTE NUMBER Primary 1 E

10. GENERAL LOCATION:
NE Columbia Blvd. - NE Weidler (Unit #2)

11. GENERAL DESCRIPTION OF WORK
Furnish and install signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 12/16/81 as requested in Mr. Keasey's letter of 1/5/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $1,100 Federal Funds $935.

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D.R | Sign | Act | File

[illegible] 1-26-82

14. DATE 1/12/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9203

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71443

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/1/81

8. FEDERAL ROUTE NUMBER FAU 9809

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

NE Columbia Blvd. - NE Weidler (Unit #2)

11. GENERAL DESCRIPTION OF WORK

Furnish and place trash receptacles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10/1/81 as requested in Mr. Keasey's letter of 11/2/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 6 representing work performed by City of Portland Forces is approved for a TEC of $900 Federal Funds $765.

RECEIVED
STATE HWY ENGR
DEC 9 '81
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

14. DATE 12/2/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9203 2

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. Columbia Blvd.- N.E. Weidler St. (Unit 2)

WEEK ENDING: October 30, 1981

SECTION PREFIX: 26-1014

HIGHWAY: Pacific East (Union Ave.)

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grade, Pave, Sign, Illuminate

CONTRACTOR: Dirt & Aggregate Interchange

CONTRACT NUMBER: 9203

FEDERAL AID PROJECT NUMBER: IX-9809(7)

DATE OF CONTRACT: October 6, 1980

DATE WORK STARTED: October 29, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:

SPECIFIED Work DAYS 200

Work DAYS USED 200

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $449,080.91

EXCLUSIVE OF ENGINEERING: $413,470.97

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $372,800.00

ESTIMATED PERCENT OVERRUN / UNDERRUN: ____%

ENGINEERING AUTHORIZATION: $35,609.94

ENGINEERING COST TO DATE: $52,500.00

PERCENT OF AUTHORIZATION: 147 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc Eng 93

DATE PROJECT WAS COMPLETED: August 3, 1981

Date semifinal estimate submitted: Oct. 6, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2,600 T
TOTAL QUANTITIES CORRECTED TO DATE					2,593
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2,593
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25		0		
MONDAY 26	Cloudy	0		
TUESDAY 27	Rain	0		
WEDNESDAY 28	Rain	0		
THURSDAY 29	Rain	0		
FRIDAY 30	Rain	0		
SATURDAY 24		0		

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CAE
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LEO
RECEIVED
NOV 02 1981
CONSTRUCTION
BRANCH
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CA
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	25	No activity
MONDAY	26	No activity
TUESDAY	27	No activity
WEDNESDAY	28	Weeding planted areas
THURSDAY	29	No activity
FRIDAY	30	No activity
SATURDAY	24	No activity

REMARKS

Establishment period complete 10/31/81, 2nd and 3rd notification will be submitted. This is last weekly report for this project.

SIGNED Charles Lobaugh LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9203

10-8-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71443

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/31/81

8. FEDERAL ROUTE NUMBER FAU 9809

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
NE Columbia Blvd. - NE Weidler (Unit 2)

11. GENERAL DESCRIPTION OF WORK
Remove mercury-vapor street lights

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/31/81 as requested in Mr. Keasey's letter of 9/21/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 5 representing work performed by the City of Portland is approved for a TEC of $448.52 Federal Funds $381.00.

STATE HWY E

OCT 15 '81

REFER TO

FOR

Info

10/16

14. DATE 10/8/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 1-7-) PREVIOUS EDITIONS MAY BE USED

2-103 1E

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES 16

TO: MEMO TO THE FILE

DATE: September 4, 1981

FROM: DNStoudenmeyer
D. N. Stoudenmeyer
Design Engineer Supervisor

SUBJECT: N.E. Columbia Blvd.-N.E. Weidler St. Section
(Unit 2 - Portland)
Pacific Highway East
Multnomah County

In Tom Lowe's intermediate and final inspection report on the subject project he brought out the fact that the plans call for mounting route shields with lag bolts which are later replaced with through bolts by our maintenance forces as soon as the contractor is released. He suggests we revise our standard sign design to reflect this.

The through bolts are used in areas of high vandalism. This project falls in that catagory. The error was in not specifying the through bolts on the plans.

There is no need to revise our standards, but in the future we will specify through bolts on projects located in high vandalism areas.

DNS:rlr

cc: Glen Clark
Bill Beard
Tom Lowe, FHWA

1 Versteeg
3 Anderson
2 Christensen
Olson
4 Sullivan JWB
Terpin
Trout
Wakerlig

RECEIVED
SEP - - 1981
ROAD DESIGN SECTION

Do Not [illegible]
Return To
Bring Up /
Action

B[illegible]

Contains Recycled Materials
81-125-1387

9203

L.

CON 5

DATE: August 17, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Establishment Period Started
Federal-aid Project Number
IX-9809(7)

Contract 9203, Planting Work Completed April 16, 1981

Project NE Columbia Blvd.-NE Weidler St. (Unit 2)

Highway Pacific East

County Multnomah

Establishment Period ends October 31, 1981

RDC:mk

cc: R. D. Church

#7203 4-8-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71443

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/13/81

8. FEDERAL ROUTE NUMBER FAU 9809

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
NE Columbia Blvd. - NE Weidler Unit 2

11. GENERAL DESCRIPTION OF WORK
Install 1½" water service for irrigation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/13/81, as requested in Mr. Keasey's letter of 3/23/81 as being in the public interest for the use of City of Portland Water Bureau Forces to proceed with the above work. State Force Order No. 4 representing work performed is approved for TEC NTE $1,850 Federal Funds $1,573.

(No additional obligation of funds required)

RECEIVED
STATE HWY ENGR
APR 10 '81
Info | Act

14. DATE 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

#9203 4-8-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9809(7)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 71443

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/13/81
8. FEDERAL ROUTE NUMBER FAU 9809
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
NE Columbia Blvd. - NE Weidler Unit 2

11. GENERAL DESCRIPTION OF WORK
Furnish water during establishment for plantings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/13/81, as requested in Mr. Keasey's letter of 3/23/81 as being in the public interest for the use of City of Portland Water Bureau Forces to proceed with the above work. State Force Order No. 3 **representing work to be performed** is approved for TEC NTE $100 Federal Funds $85.

(No additional obligation of funds is required)

RECEIVED
STATE HWY ENGR
APR 10 '81
REFER TO
FOR

14. DATE 4/8/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1E

ROAD DESIGN SECTION DES 16-1

Chuck Lobaugh
Resident Engineer

November 25, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Sign Shop Drawings
N.E. Columbia Blvd.-N.E. Weidler St. (Unit 2)
Pacific Highway East
Multnomah County
Contract 9203

Attached are three prints of the approved shop drawing for Sign 7 on the above-named project.

One print should be retained by you for field inspection purposes, one print forwarded to Don Wackerbarth's office for shop inspection of the sign and one print sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachment

cc C. T. Keasey
E. L. Hardt
W. G. Beard

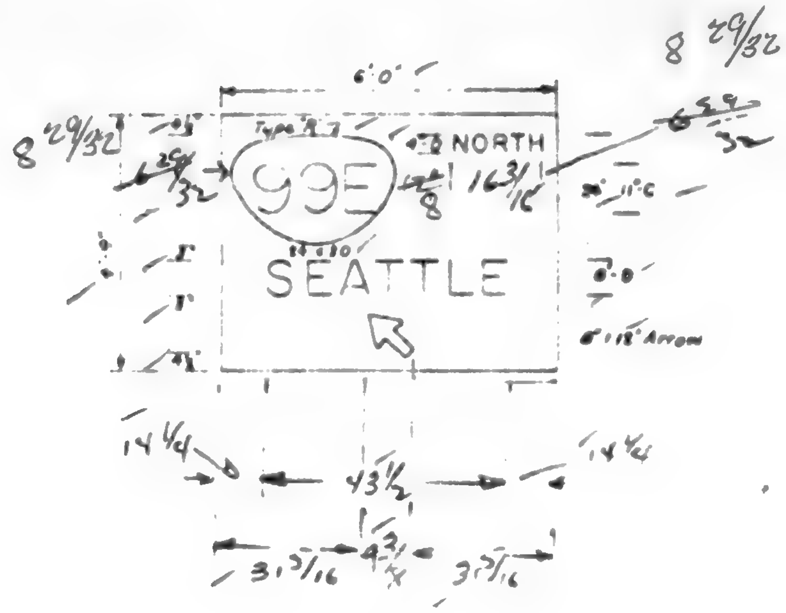
TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

Date 11/21/80

☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

NOV 2[illegible] 1980

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY WGB


8 29/32
6'0"
8 29/32
Type
NORTH
99E
16 3/16
8
SEATTLE
8" x 18" Arrow
14 1/4
43 1/2
14 1/4
31 3/16
4 3/4
31 3/16

Job name N. E. Columbia Blvd. - N. E. Weidler St. (unit 2)

Ore. contract no. 9203

Sign no. 7

Size 6'-0" x 4'-9"

Type "U"

Legend Sc Cut/Out

Spacing Oregon

Border 1"

Cornors 6"

9203

September 30, 1980

City of Portland
621 S.W. Alder
Portland, Oregon 97205

ACC

Attn: Mr. David Vargas
Highway Coordinator

Gentlemen:

The bid received from K. F. Jacobsen & Co., Inc., on September 25 for the N.E. Columbia Blvd.-N.E. Weidler Street (Unit 2) Section has been rejected. They failed to comply with the regulations regarding Minority Business Enterprise. The second bidder, Dirt & Aggregate Interchange, Inc., 2220 N.W. Burnside, Gresham, Oregon 97030 will be awarded the contract. The anticipated construction cost is:

Bid Items		$387,686.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 900	
Temporary Erosion Control	100	
State Furnished Water	100	
On the Job Trainees	800	
Adjust Utilities:		
City of Portland-Water Bureau	4,500	
Install 1-1/2" Water Meter	1,580	7,980.00
		$395,666.00
4 1/2% Contingencies		17,804.97
9% Engineering		35,609.94
ESTIMATED TOTAL COST		$449,080.91
City's Advance Deposit:		
15% of $449,080.91 = $67,362.14 or say		$67,360.00
Less City's early Advance Deposit		52,120.00
BALANCE DUE FROM CITY		$15,240.00

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

for GEZ

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 820 rev.: Jon Rose, Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 820 rev. when advance deposit is received.

9203

September 25, 1980

ACC

City of Portland
621 S.W. Alder
Portland, Oregon 97205

Attn: Mr. David Vargas
Highway Coordinator

Gentlemen:

On September 25, 1980 a satisfactory bid was received from K. F. Jacobsen & Co., Inc., P.O. Box 02215, Portland, Oregon 97202 for N.E. Columbia Blvd.-N.E. Weidler Street (Unit 2) Section. The anticipated construction cost is as follows:

Bid Items		$359,599.60
Anticipated Additional Items:		
Permanent Pavement Striping	$ 900	
Temporary Erosion Control	100	
State Furnished Water	100	
On the Job Trainees	800	
Adjust Utilities:		
City of Portland-Water Bureau	4,500	
Install 1-1/2" Water Meter	1,580	7,980.00
		$367,579.60
4 1/2% Contingencies		16,541.08
9% Engineering		33,082.16
ESTIMATED TOTAL COST		$417,202.84
City's Advance Deposit:		
15% of $417,202.84 = $62,580.43 or say		$ 62,580.00
Less City's early Advance Deposit		52,120.00
BALANCE DUE FROM CITY		$ 10,460.00

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 820: Jon Rose, Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 820 when advance deposit is received.

9203

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

September 12, 1980

V.E. Skoog, Controller
Highway Accounting
434 Transportation Bldg.
Salem, Oregon 97310

Subject : Advance Deposit for Columbia Weidler Section Union Avenue Project

Dear Mr. Skoog:

An advance deposit in the amount of $52,120 for the subject Project has been made by the City Treasurer's Office to the LGIP, account #4690. This letter confirms that the Oregon State Highway Division is authorized to draw against these funds to pay City of Portland local share of costs for the above named project.

If you have any questions, feel free to call me at 248-4089.

Sincerely,

Kim Huey

Kim Huey
Administrative Assistant

KH:mm
cc: J. Rose - ODOT, Metro
J. Peterson - State Highway Division

9-22-80
Jan P. says in
Inv. Pool.
✓

9225 9-8-80

um

Section COLUMBIA BLVD @ FIDLER ST (UNIT 2) Programn Estimate $ 532 000
Highway PACIFIC EAST Project Length
County MULTNOMAH Completion Time 200 cal, wk days
Kind of Work Grade, Pave, Sign, Illuminat. Est. Comp. Date
Prefix 26-1905 B Letting Date Project No. IX-9809(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 462,980

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	900
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	100
State Furnished Water	100
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	800
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	
City of Portland-Water Bureau	4500
Install 1½" Water Meter	1580

$ 7980

Subtotal $ 470,960

Contingencies (4-1/2%) 21,193.20

Engineering (~~5~~, 9, ~~10~~%) 42,386.40

~~Subtotal~~ $

~~Credit for~~

Estimated Net Authorization, Construction . . . . $ 534,539.60

APPROVED

J H Wesley
Road Design Engineer

NOTED
D. O. Christensen

REC'D 9-8-80
OK

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3

Date

Section Columbia Blvd - Weidler St (Unit 2)

County

Kind Of Work

Length

Name Day

7-15-80

No	Item	Code	Unit	Quant.	Unit Cost	Total 8
	Mobilization		All	All	(6%)	26,000
	Temporary Protection and Protection of Traffic		All	All	--	15,000
	Temporary Signs		Sq Ft	305	6	1830
	Temporary Barricades		Each	10	125	1250
	Temporary Plastic Safety Markers		Each	135	80	10,800
	Flagmen		Hr.	1000	24$^{\underline{00}}$	24,000
	Temporary Reflective Pavement Markers		Each	21	5	105
	Sequential Arrow Signs		Each	2	3500	7000
	Roadwork					
	Removal and Loading of Structures and Obstructions		All	All	--	70,000$^{\underline{00}}$
	Hauling and Disposing of Structures and Obstructions		All	All	--	30,000$^{\underline{00}}$
	Earthwork		All	All	--	10,000$^{\underline{00}}$
	Special Backfill Material		Cu Yd.	160	15$^{\underline{00}}$	2400
	Trench Excavation		Cu Yd	190	10$^{\underline{00}}$	1900
	Finishing Roadbed and Slopes		All	All	--	10,000$^{\underline{00}}$
	Furnishing and Placing Topsoil		Cu Yd	900	12$^{\underline{00}}$	10,800
	Watering		M-Gal	20	20$^{\underline{00}}$	400
	Bondbreaking Sand		Ton	8	20$^{\underline{00}}$	160
	Lime Treated Subgrade		Sq Yd	5000	2$^{\underline{00}}$	10,000
	Lime for Treated Subgrade		To.	55	90$^{\underline{00}}$	4950
	Class "B" Asphalt Concrete Mixture		Ton	2600	15$^{\underline{00}}$	39,000
	Asphalt Cement in Mixture		Ton	165	155$^{\underline{00}}$	25575
	8-inch Culvert Pipe		Lin Ft.	84	10^{00}	840
	8 [illegible] Sewer [illegible]		[illegible]	[illegible]	[illegible]	[illegible]

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date
Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	10-inch Sewer Pipe		Lin Ft	100	12.00	1200
	Concrete Inlets, Type G-1		Each	4	450.00	1800
	Concrete Walks		Sq Yd.	610	16.00	9760
	Concrete Driveways		Sq Yd	280	22.00	6160
	Concrete Curbs		Cu Yd	64	135.00	8640
	Extra for Asphalt Approaches		Each	7	100.00	700
	Adjusting Manholes		Each	10	150.00	1500
	Adjusting Inlets		Each	5	150.00	750
	Landscaping					
	Furnishing and Planting Trees		Each	3	35-	105
	Furnishing and Planting Shrubs		Each	721	6-	4326
	Bark Mulch		Unit	15	100-	1500
	Soil Conditioner		Cu. Yd.	107	10-	1070
	Irrigation System		All	All	—	9,500
	Signing					
	Removal of Existing Sign Installations		All	All	—	500
	Move and Reinstall Existing Signs		All	All	—	750
	Wood Sign Posts		All	All	—	320
	Sign Support Footings		All	All	—	4200
	Special Pipe Sign Supports		All	All	—	4550
	Type "C" and "D" Signs in Place		Sq Ft	100	10-	1000
	Type "EE" Signs in Place		Sq Ft	22	12-	264

OR ON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date

ection
County

ind Of Work
Length
Name

Item	Code	Unit	Quant.	Unit Cost	Total
Type "H" Signs in Place		SqFt	9	10	90
Type "I" Signs in Place		SqFt	11	9	99
Type "U" Signs in Place		SqFt	29	14	406
Illumination					
Removal of Existing Illumination		All	All		4500
Pole Foundations		All	All		15,600
Roadway Lighting Poles and Bracket Arms		All	All		24,000
Luminaires and Ballasts		All	All		3,200
Conduit, Wiring, Lamps, Etc.		All	All		42,000
Signals					
Traffic Signal Installation, Complete		All	All		11,500

9203

September 8, 1980

ACC

City of Portland
621 S.W. Alder
Portland, Oregon 97205

Attn: Mr. David Vargas
Highway Coordinator

Gentlemen:

We have advertised the Columbia Boulevard-Weidler Street (Unit 2) Section of Union Avenue for bid opening on September 25, 1980.

Financial sharing of the construction is:

Total Estimated Cost	$534,540
Federal Funds (85%)	454,360
City Share (15%)	$ 80,180

City's early Advance Deposit:
65% of $80,180 = $52,120 (rounded)

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc W/AD # 809: Jon Rose, Metro
V. E. Skoog - Please return completed AD # 809 when Advance Deposit is received.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8 - 28 - 80

FEDERAL AID PROJECT NO. -9809(7)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. 71443

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO
[illegible]
FOR

9-10

DATE PS&E APPROVED 8/14/80	DATE AUTHORIZATION EFFECTIVE 8/28/80	FEDERAL ROUTE NUMBER FAU 9809
		STATE ROUTE NUMBER Primary 1 E

GENERAL LOCATION:
NE Columbia Blvd. - NE Weidler Street (Unit #2)

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping
S.F. $900
Temporary Erosion Control $100
On the job Trainee $800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/28/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,000,000 Federal Funds $850,000.

A signed copy of the Title Sheet is returned herewith.

DATE 8/28/80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

1203

1E

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/22/80
Donald L Rout

August 28,,1980 Bid Letting ____________ All Clear Deadline

SECTION NE Columbia-NE Weidler, Unit #2
Highway Pacific East
County Multnomah Region 1
Type of Work G-P-Signs-Illum Funds FAI-X City
State ____ Consultant ____ Plans Avail. ___Yes ___No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☐	☒	☒	☒	☒
Project Assessment	☐	☒	☒	☒	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

[illegible] 3 7-24-80

Section COLUMBIA V -WEIDLER ST. UNIT 2 Programming Estimate $ 539,000

Highway PACIFIC EAST Project Length

County MULTNOMAH Completion Time 200 cal. wk days

Kind of Work Grade, Pave, Sign, Illuminat. Est. Comp. Date

Prefix 26-1905 B Letting Date Project No. IX-9809(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 462,950

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	900	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished Water	100	$ 5480
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees	800	
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
City of Portland-Water Bureau	2000	
Install 1½" Water Meter	1580	

Subtotal $ 468,460–

Contingencies (4-1/2%) 21,080.70

Engineering (~~6~~, 9, ~~10~~%) 42,161.40

~~Subtotal~~ $

~~Credit for~~

Estimated Net Authorization, Construction . . . . $ 531,702.10

APPROVED

Rec'd 7-24-80 3:45 PM

✓ OK

Road Design Engineer

Rev. 5/79

Section COLUMBIA BL -WEIDLER ST. UNIT 2) Programming Estimate $

Highway PACIFIC EAST Project Length

County MULTNOMAH Completion Time 200 cal. wk days

Kind of Work Grade, Pave, Sign, Illuminat. Est. Comp. Date

Prefix 26-1905 Letting Date Project No. IX-9809(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 469,280

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	900	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished Water	100	$ 5480
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees	800	
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
City of Portland - Water Bureau	2000	
Install 1½" Water Meter	1580	

Subtotal $ 474,760

Contingencies (4-1/2%) 21,364.20

Engineering (~~6~~, 9, ~~10~~%) 42,728.40

~~Subtotal~~ $

~~Credit for~~

Estimated Net Authorization, Construction . . . . $ 538,852.60

APPROVED cc: Max Klotz

7-24-80, 1:00pm
Rec'd
2

F.F. $850,000 Programmed
5-30-80
Not AUTH. YET

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date
Section Columbia Blvd- Weidler St (Unit 2)
County
Kind Of Work
Length
Name Day
7-15-80

No	Item	Code	Unit	Quant.	Unit Cost	Total 8
	Mobilization		All	All	(6%)	26,000
	Temporary Protection and Protection of Traffic		All	All	—	15,000
	Temporary Signs		Sq Ft	305	6	1830
	Temporary Barricades		Each	10	125	1250
	Temporary Plastic Safety Markers		Each	135	80	10,800
	Flagmen		Hr.	1000	24.00	24,000
	Temporary Reflective Pavement Markers		Each	21	5	105
	Sequential Arrow Signs		Each	2	3500	7000
	Roadwork					
	Removal and Loading of Structures and Obstructions		All	All	—	70,000.00
	Hauling and Disposing of Structures and Obstructions		All	All	—	30,000.00
	Earthwork		All	All	—	10,000.00
	Special Backfill Material		Cu Yd.	160	15.00	2400
	Trench Excavation		Cu Yd	190	10.00	1900
	Emulsifying Roadbed and Slopes		All	All	—	10,000.00
	Furnishing and Placing Topsoil		Cu Yd	900	12.00	10,800
	Watering		M-Gal	20	20.00	400
	Bondbreaking Sand		Ton	8	20.00	160
	Lime Treated Subgrade		Sq Yd	5000	2.00	10,000
	Lime for Treated Subgrade		Ton	55	90.00	4950
	Class "B" Asphalt Concrete Mixture		Ton	2600	15.00	39,000
	Asphalt Cement in Mixture		Ton	165	155.00	25575
	8-inch Sewer Pipe		Lin Ft.	98	10.00	980
	8 [illegible] Culvert [illegible]		Lin Ft	[illegible]	10.00	[illegible]

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date
Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	10-inch Culvert Pipe		Lin Ft	100	12^{00}	1200
	Concrete Inlets, Type G-1		Each	4	450^{00}	1800
	Concrete Walks		Sq Yd	610	16^{00}	9760
	Concrete Driveways		Sq Yd	280	22^{00}	6160
	Concrete Curbs		Cu Yd	64	135^{00}	8640
	Extra for Asphalt Approaches		Each	7	100^{00}	700
	Adjusting Manholes		Each	10	150^{00}	1500
	Adjusting Inlets		Each	5	150^{00}	750
	Landscaping					
	Furnishing and Planting Trees		Each	3	35-	105
	Furnishing and Planting Shrubs		Each	721	6-	4326
	Bark Mulch		Unit	15	100-	1500
	Soil Conditioner		Cu.Yd.	107	10-	1070
	Irrigation System		All	All	—	9,500
	Signing					
	Removal of Existing Sign Installations		All	All	—	500
	Move and Reinstall Existing Signs		All	All	—	750
	Wood Sign Posts		All	All	—	320
	Sign Support Footings		All	All	—	4200
	Special Pipe Sign Supports		All	All	—	4550
	Type "C" and "D" Signs in Place		SqFt	100	10-	1000
	Type "EE" Signs in Place		SqFt	22	12-	264

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date

Section
County

Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Type "H" Signs in Place		SqFt	9	10	90
	Type "T" Signs in Place		SqFt	11	9	99
	Type "U" Signs in Place		SqFt	29	14	406
	Illumination					
	Removal of Existing Illumination		All	All		4500
	Pole Foundations		All	All		15,600
	Roadway Lighting Poles and Bracket Arms		All	All		24,000
	Luminaires and Ballasts		All	All		3,200
	Conduit, Wiring, Lamps, Etc.		All	All		42,000
	Signals					
	Traffic Signal Installation, Complete		All	All		11,500

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Details
2A, 2B	Details
2C	Planting & Irrigation Plans
2D	Stage Construction
2E, 2E-2	Temporary Protection And Direction Of Traffic Not Included
2F	Pipe Data
2G	Signing Not Included
2H	Summary
3	Alignment, R/W, Extg. Utilities, Removal
3A	Construction
3B	Profiles

STATE OF O

DEPARTMENT OF TR

STATE HIGHWA

PLANS FOR PROPOS

N.E. COLUMBIA BLVD. - N.E. W

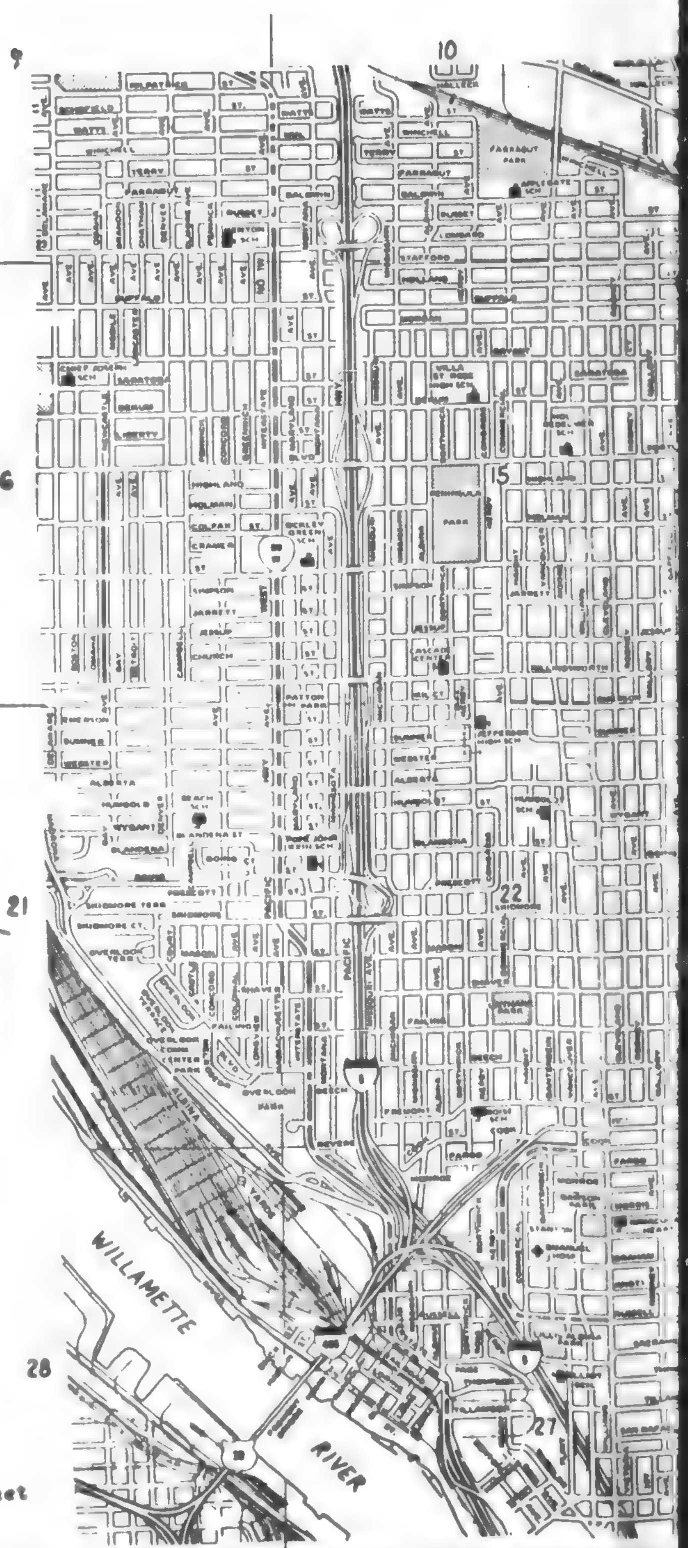
PACIFIC HIGHW

MULTNOMAH

APPROVED
CITY OF PORTLAND
BY MAYOR
BY RECORDER
DATE

APPROVED 7.14 1980
By ZVargat
~~CHIEF, BUREAU OF STREET & STRUCT. ENG.~~
HIGHWAY COORDINATOR

Gutters with less than 0.4% slope to be concrete curb & gutter section.



Sketch Map
Scale 0 1000 2000 Feet

S-2

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

R PROPOSED PROJECT

E. WEIDLER ST. (UNIT 2) SEC.

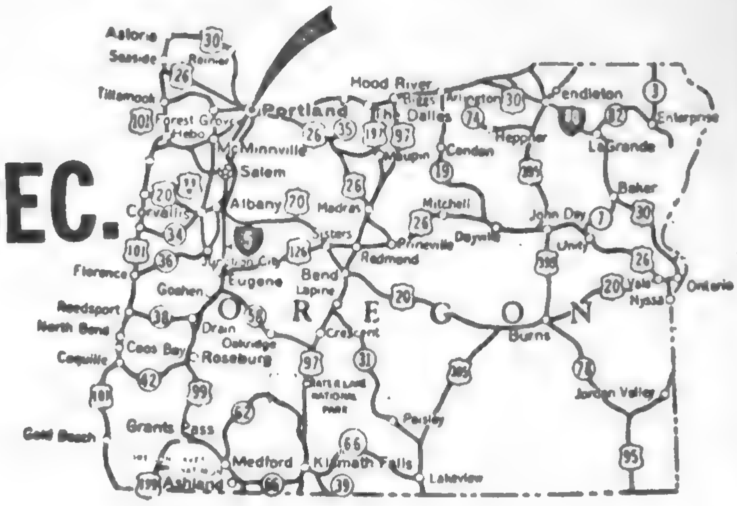
HIGHWAY EAST

NOMAH COUNTY

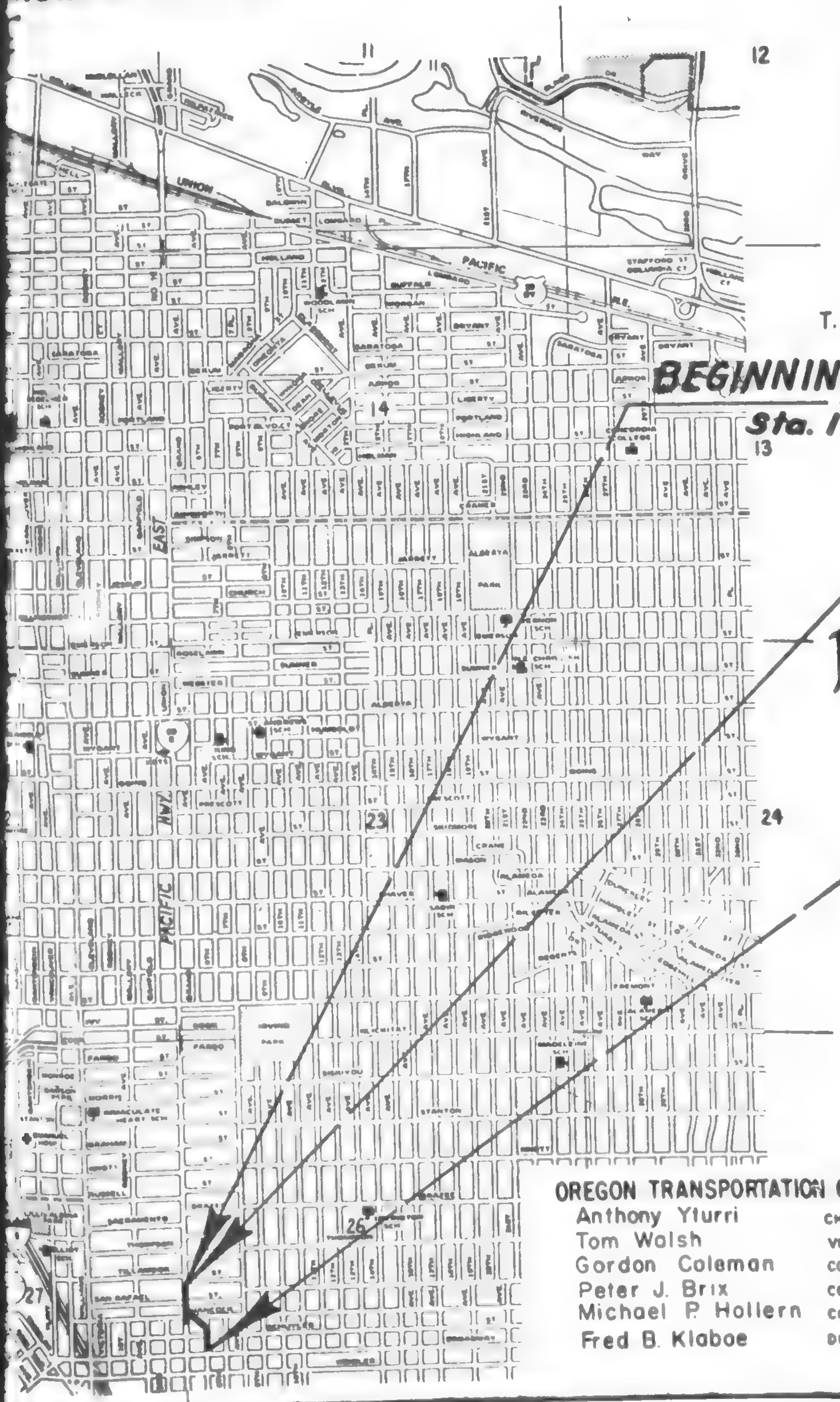
PRELIMINARY COPY
JUN 17 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

N.E. COLUMBIA BLVD.~ N.E. WEIDLER ST. (UNIT 2) SEC. PACIFIC HIGHWAY EAST MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X



Astoria
Seaside
Rainier
Tillamook
Forest Grove
Hebo
Portland
Hood River
The Dalles
Arlington
Pendleton
Enterprise
La Grande
Heppner
Condon
Maupin
McMinnville
Salem
Albany
Madras
Corvallis
Mitchell
Dayville
John Day
Baker
Unity
Sisters
Prineville
Redmond
Bend
Lapine
Florence
Goshen
Eugene
Vale
Nyssa
Ontario
Reedsport
North Bend
Drain
Oakridge
Coos Bay
Roseburg
Crescent
Burns
Coquille
Crater Lake National Park
Jordan Valley
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Paisley
OREGON



11
12
13
14
23
24
26
27
UNION
PACIFIC
EAST
PACIFIC
HWY.
N
T.1N., R.1E.

PRELIMINARY COPY
SUBJECT TO CHANGE

BEGINNING OF CONTRACT PROJECT
Sta. 170+15

BEGINNING OF PROJECT
Sta. 170+30

Portland

END OF PROJECT
Sta. 179+85

4678
OCT. 30, 1960
H. S. COULTER

4552
MAY 13, 1960
E. S. HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

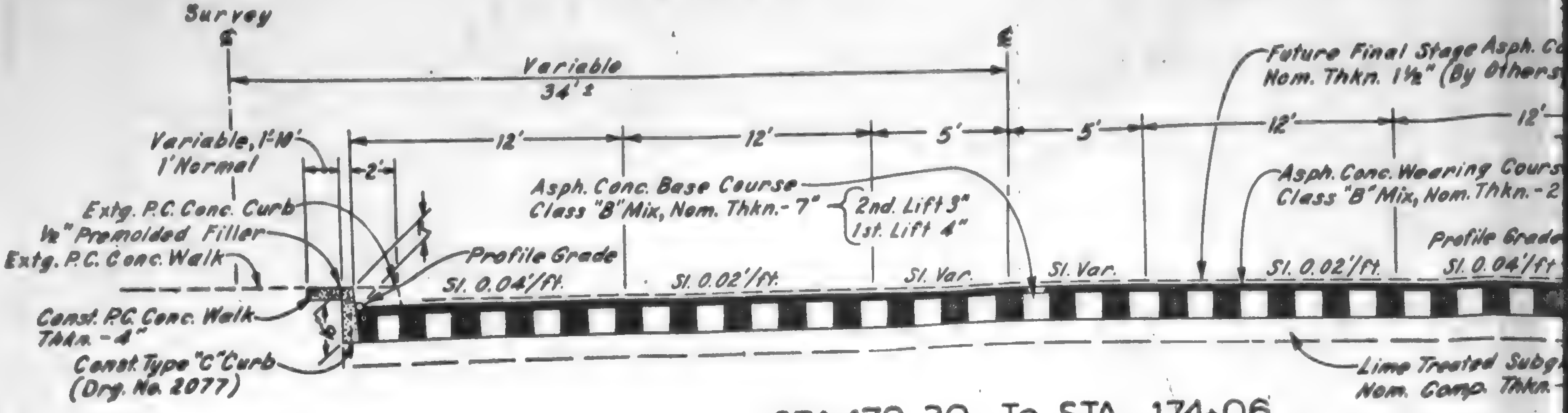
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

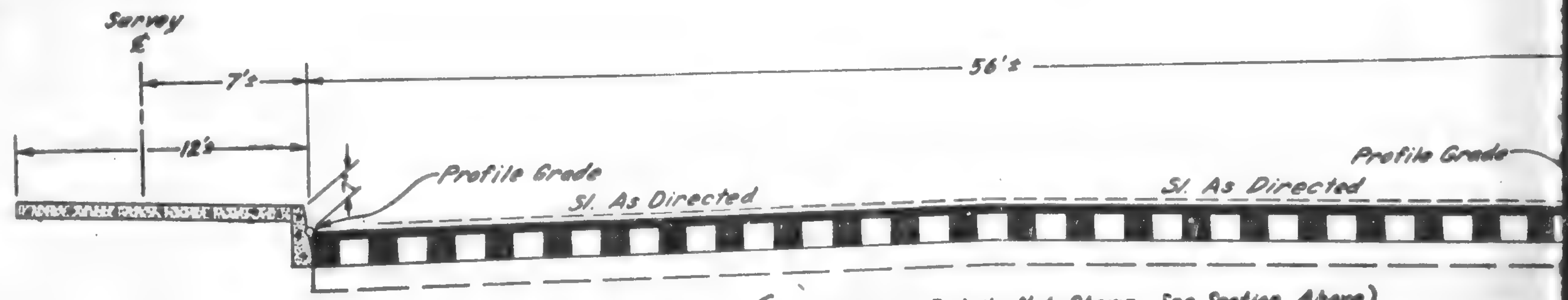
DISTRICT ENGINEER — DATE

R/W Map 1R-4-690

TYPICAL SE

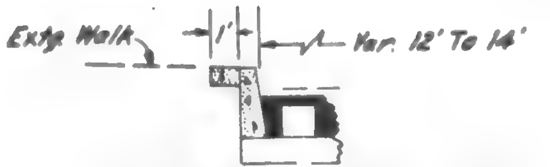

Survey ¢
¢
Variable 34'±
Variable, 1'-10' 1' Normal
12'
12'
5'
5'
12'
12'
2'
Future Final Stage Asph. Co
Nom. Thkn. 1½" (By Others
Exty. P.C. Conc. Curb
½" Premolded Filler
Exty. P.C. Conc. Walk
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-7"
2nd. Lift 3"
1st. Lift 4"
Asph. Conc. Wearing Cours
Class "B" Mix, Nom. Thkn.-2
Profile Grade
Profile Grade
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. Var.
Sl. Var.
Sl. 0.02'/ft.
Sl. 0.04'/ft
Const. P.C. Conc. Walk Thkn.-4"
Const. Type "C" Curb (Drg. No. 2077)
Lime Treated Subg
Nom. Comp. Thkn.

STA. 170+30 To STA. 174+06
174+06 To 175+60 (Taper Section

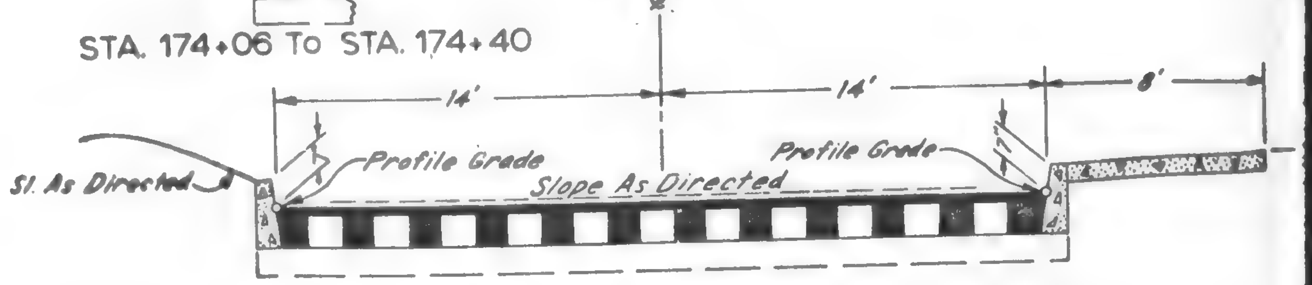

Survey ¢
7'±
12'±
56'±
Profile Grade
Sl. As Directed
Sl. As Directed
Profile Grade

(For Surfacing Details Not Shown, See Section Above)

STA. 175+60 To STA 175+80

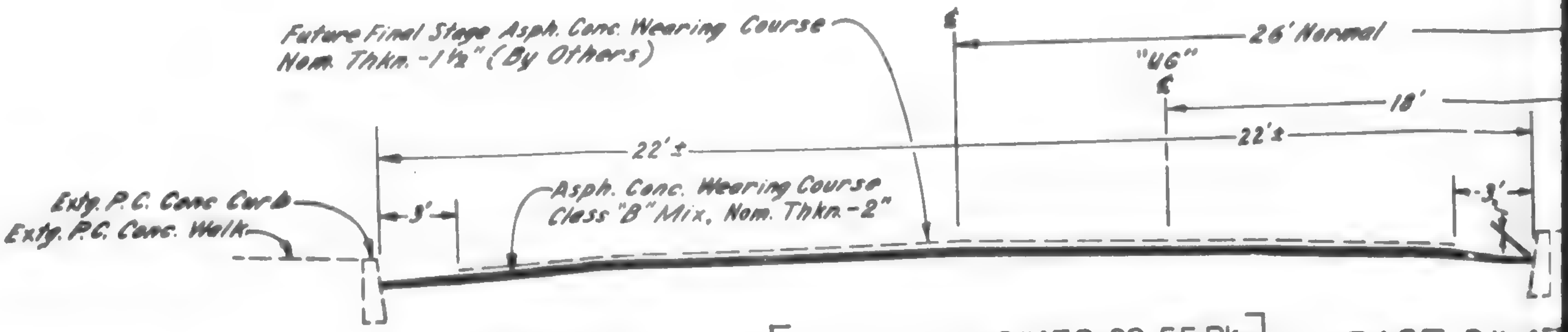

Exty. Walk
1'
Var. 12' To 14'

STA. 174+06 To STA. 174+40


"UG" ¢
14'
14'
8'
Sl. As Directed
Profile Grade
Profile Grade
Slope As Directed
1'

(For Surfacing Details Not Shown See Section Above)

STA. "UG" 174+06 To STA. "UG" 178+28


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. -1½" (By Others)
¢
26' Normal
"UG" ¢
18'
22'±
22'±
3'
3'
Exty. P.C. Conc. Curb
Exty. P.C. Conc. Walk
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-2"

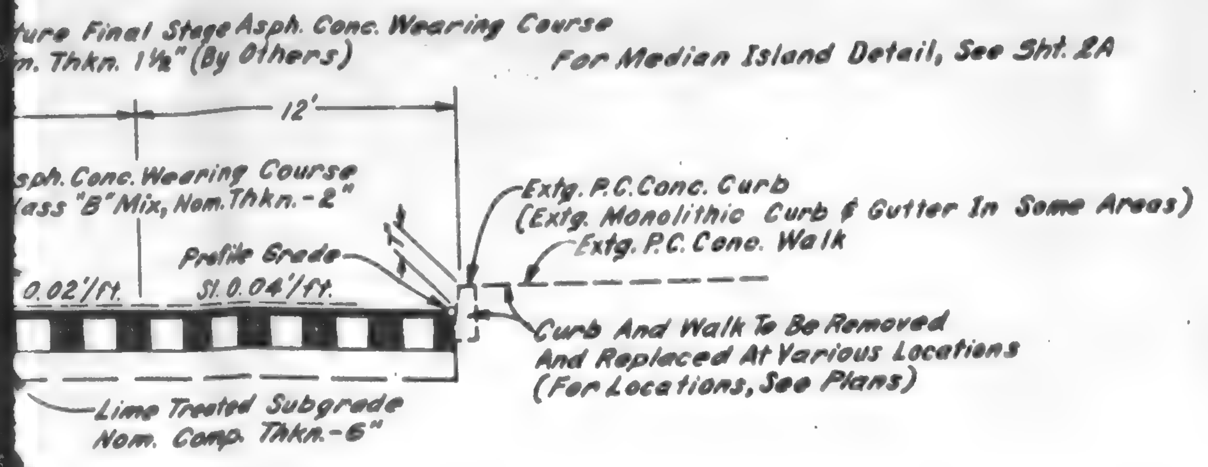
STA. "UG" 178+28 [EQUA. "UG" 178+29.55 Bk= "BASE 2" 177+35.62 Ah] To "BASE 2" 17

Erikson, Edwards, Butts

SECTIONS

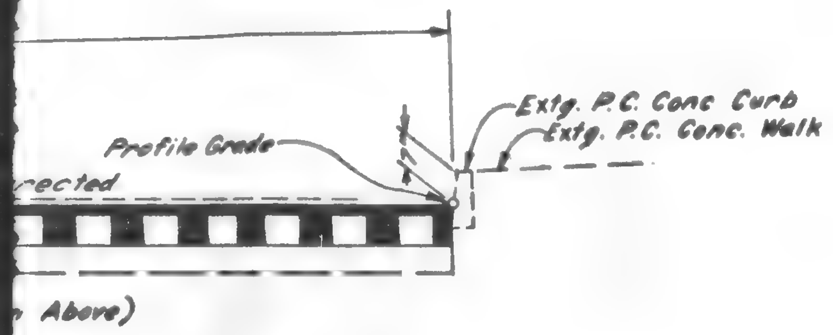
N.E. COLUMBIA BLVD.~N.E. WEIDLER ST. (UNIT 2) SEC.
PACIFIC HIGHWAY EAST
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 2 TOTAL SHEETS
10	OREGON			See Index



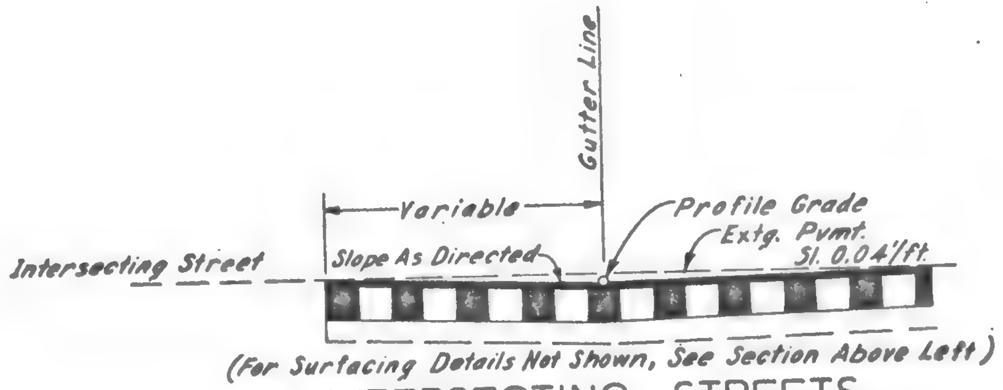
ture Final Stage Asph. Conc. Wearing Course
m. Thkn. 1½" (By Others)
For Median Island Detail, See Sht. 2A
12'
sph. Conc. Wearing Course
lass "B" Mix, Nom. Thkn. - 2"
Profile Grade
0.02'/ft.
Sl. 0.04'/ft.
Extg. P.C. Conc. Curb
(Extg. Monolithic Curb & Gutter In Some Areas)
Extg. P.C. Conc. Walk
Curb And Walk To Be Removed
And Replaced At Various Locations
(For Locations, See Plans)
Lime Treated Subgrade
Nom. Comp. Thkn. - 6"

Taper Section)



Profile Grade
rected
Extg. P.C. Conc Curb
Extg. P.C. Conc. Walk

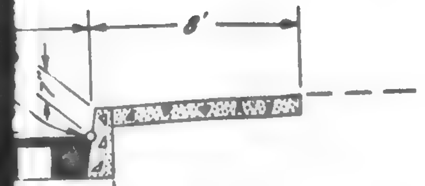
Above)



Gutter Line
Variable
Profile Grade
Extg. Pvmt.
Sl. 0.04'/ft.
Intersecting Street
Slope As Directed

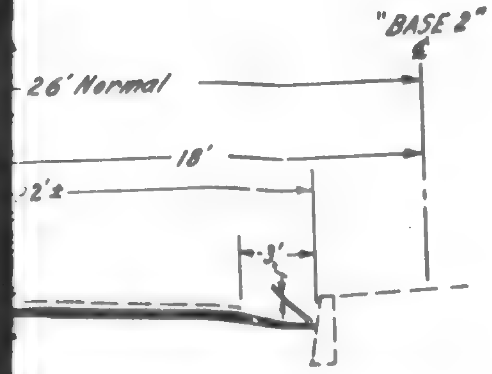
(For Surfacing Details Not Shown, See Section Above Left)

INTERSECTING STREETS



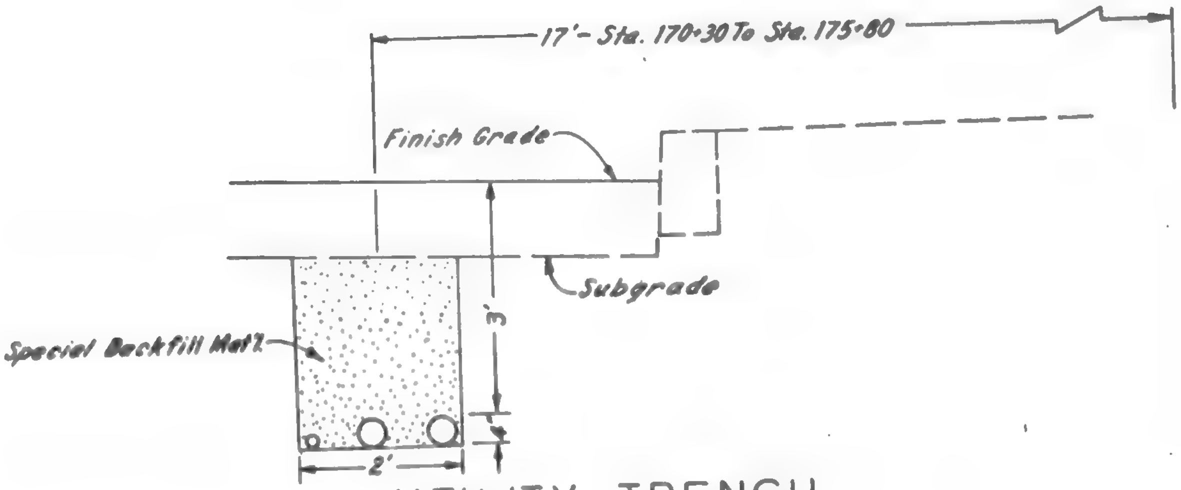
bove)

B+28



"BASE 2"
26' Normal
18'
2's
3'

To "BASE 2" 179+83



17' - Sta. 170+30 To Sta. 175+80
Finish Grade
Subgrade
Special Backfill Mat'l.
3'
2'

UTILITY TRENCH
STA. 170+30 To STA. 175+80

9203

1W.

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

MA PDM PDE FFM SPC
ODOT - METRO

JUL 14 1980

BM · PAR PRC FILE T/A

REFERRED TO
Beard Staudenmeyer
Cole Mann
Erikson [illegible] Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

July 14, 1980

JON ROSE
ODOT METRO
5821 NE GLISAN ST
PORTLAND OR 97213

RE: Preliminary Plan Review
NE Columbia Blvd.-NE Weidler St.-Union Avenue (Unit 2)

Dear Jon:

We are herewith returning one set of approved preliminary plans for the subject project. This approval is conditioned on the use of concrete curb and gutter sections wherever the longitudinal grade is less than 0.4%. Please ensure this change is made in the final plans.

Sincerely,

Vargas

David J. Vargas, P.E.
Acting Chief
Bureau of Street & Structural Engineering

VFR:lr cc: D.O. Christensen

Vorsteeg
Anderson
1 Christensen Don
Olson
Sullivan
Terpin
Trout

RECEIVED
JUL 18 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring up / /
Action

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUL 16 1980
REFERRED TO
FOR
FILE: PM FA LG.

From Metro JON ROSE Date 7/15/80

To BUZ SWAN

[✓ Program Mgmt.] Traffic Region 1

Comments: The City has reviewed and approved as noted the attache plans. The requirement for monolithic curb and gutter affects only the left side of the "UG" line from approx. Sta. 175 to Sta. 177+60 (±). Metro recommends that the City's revisions be made.

Jon Rose

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections ¢ Details
2A, 2B	Details
2C	Planting ¢ Irrigation Plans
2D	Stage Construction
2E, 2E-2	Temporary Protection And Direction Of Traffic Not Included
2F	Pipe Data
2G	Signing Not Included
2H	Summary
3	Alignment, R/W, Extg. Utilities, Removal
3A	Construction
3B	Profiles

STATI

DEPARTMENT

STATE HI

PLANS F

N.E. COLUMBIA BLVD. - N

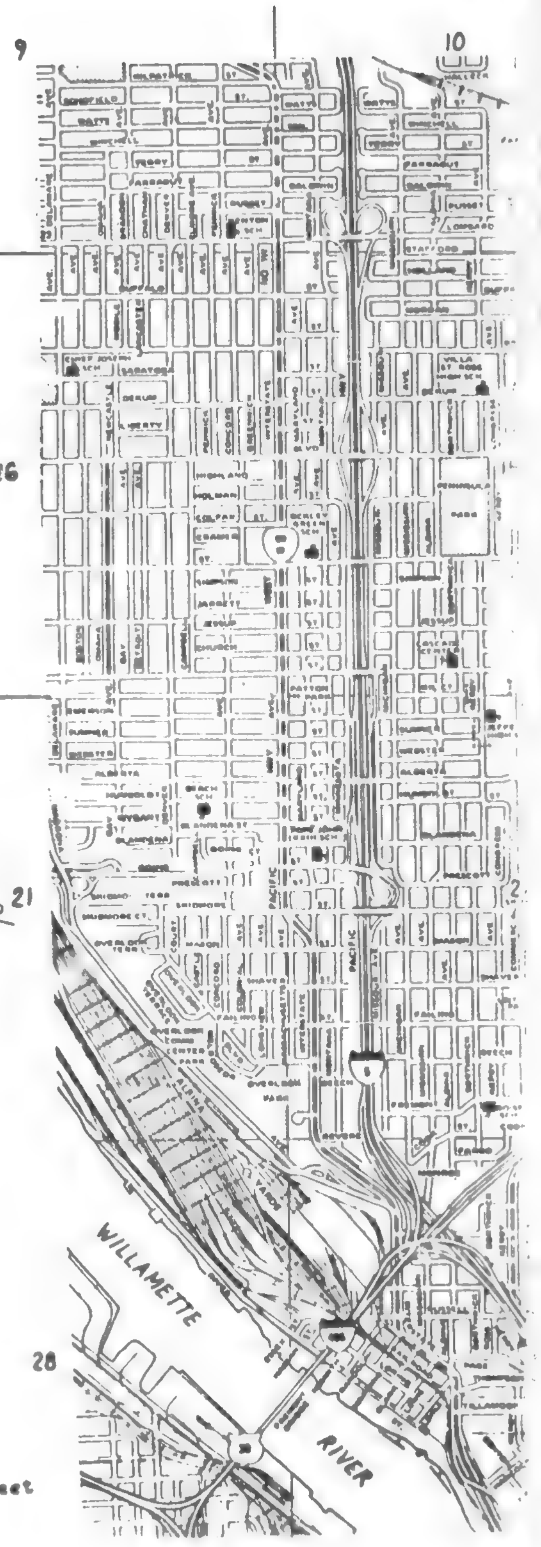
PACIFI

MU

APPROVED
CITY OF PORTLAND
BY MAYOR
BY RECORDER
DATE

APPROVED 7.14 1980
By ZVargat
~~CHIEF, BUREAU OF STREET & STRUCT. ENG.~~
HIGHWAY COORDINATOR

Gutters with less than 0.4% slope.. to be concrete curb & gutter section.



Sketch Map
Scale 0 1000 2000 Feet

9203

1E

ROAD DESIGN SECTION **DES 16-1**

Don Adams
Metro Project Development Manager

June 26, 1980

Tom Edwards
Senior Designer

Subject: Revision of Island
N.E. Columbia-N.E. Weidler (Unit 2) Section
Pacific Highway East
Prefix 26-1905

Attached is a sketch of the revised island at the junction of "UG" Line and Union Avenue.

The revison was made at the request of the Traffic Section to accommodate anticipated truck movements from the "UG" Line to southbound on Union Avenue.

TE:ja

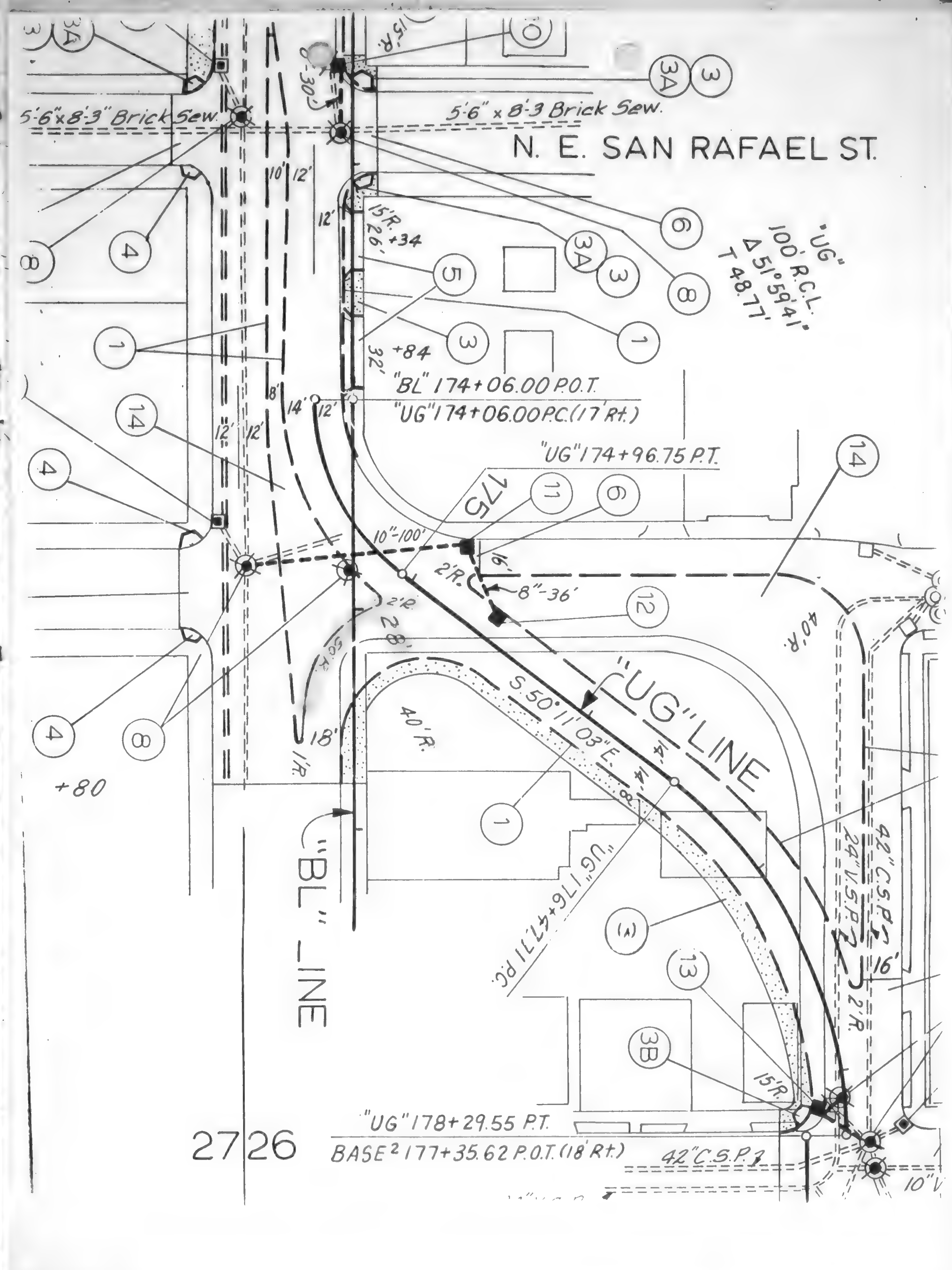
Attachment

cc Don Fantz (w/attachment)
Glen Clark "
Chuck Lobaugh "
Tom Edwards

Versteeg
Anderson
Christensen D.O.C.
Olson
Sullivan
Terpin
[illegible]
[illegible]

RECEIVED
JUN 26 1980
ROAD DESIGN SECTION

Do Not File
Return To
[illegible]
Action


N. E. SAN RAFAEL ST.
5'-6" x 8'-3" Brick Sew.
5'-6" x 8'-3" Brick Sew.
"UG"
100' R.C.L.
Δ 51°59'41"
T 48.77'
15'R.
+34
26'
32'
+84
"BL" 174+06.00 P.O.T.
"UG" 174+06.00 P.C. (17' Rt.)
"UG" 174+96.75 P.T.
175
10"-100'
8"-36'
2'R.
16'
40'R.
S. 50°11'03"E.
"UG" LINE
"BL" LINE
"UG" 176+47.71 P.C.
40'R.
18'
1/R.
50'R.
28'
2'R.
42" C.S.P.
24" V.S.P.
16'
2'R.
15'R.
"UG" 178+29.55 P.T.
BASE 2 177+35.62 P.O.T. (18' Rt.)
42" C.S.P.
10" V
+80
27 26
1
3
3A
3B
4
5
6
8
11
12
13
14
10'
12'
8'
14'

9263 J

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 30, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 71443
Project No. IX-9809(7)
NE Col. Blvd.-N.E. Weidler (Unit 2) Section
Pacific E. Highway
Multnomah County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for construction of the subject project. This action will involve an estimated total cost of $1,000,000 with Federal funds in the amount of $850,000.

This request is based on the August 5, 1977 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bke
Attachments

cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
Gary Zehner, w/att.

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

5-30-80

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 SR 99E, Tillamook St. to Broadway (Portland) 65	20,500	----- (66) (70)	--- (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	28 GR., Dr., H.T. Pave, Illum. 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 IX- 23	7 9809

CARD

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

NAME OF URBAN AREA: Portland

17-31

COUNTY NAME: Multnomah

ROUTE NO.: U

FEDERAL - AID: 9809 (32)

STATE: 1E* (36) (37)

U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS 6103 Y030 Y060		"NE Col. Blvd. -NE Weidler St. (Unit 2) Sec."	0.20	1,000,000	850,000	---	150,000

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG	PROJECT TOTALS	0.20	1,000,000	850,000	---	150,000
1	14				(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES
8-16-77
10-18-78
10-04-79

* NE Grand Ave.

REMARKS
Additional Data: Item Nos.
Project Nos. IX-9809(1) &

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

5-30-80

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

JECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
99E, Tillamook St. to Broadway (Portland)		20,500	-----	---	10	Oregon	41	823	71443

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
Pave, Illum.								IX-	9809	(7)	

Interstate Substitutions General Funded

Portland

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah	051	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9809	1E*	---

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
E								Util. adj. as req.
OW								
ONST CODE) TOPICS 103 030 060		"NE Col. Blvd. -NE Weidler St. (Unit 2) Sec."	0.20	1,000,000	850,000	---	150,000	ROW-80' normal; Access Control-partia Parking Restrictions-complete.
JLG		PROJECT TOTALS	0.20	1,000,000	850,000	---	150,000	

PROVAL DATES
8-16-77
10-18-78
10-04-79

* NE Grand Ave.

REMARKS
Additional Data: Item Nos. 71443 & 90221;
Project Nos. IX-9809(1) & (4).

-over-

USCOMM DUSCOMM-DC 48905-P

NE Columbia Blvd.-NE Weidler St. (Unit 2) Sec.
Project No. IX-9809(7)

NOTE:
1) This project is in Congressio
2) Included in MSD FY '80 TIP A/
No. 231.
3) On-the-job trainees, as set f
interim 7-2(2), on the projec
at PS&E stage and the number
PS&E documents.

Existing Facility:
Proposed Facility --- Located line only.
Traveled Way -------- 1) NE Hancock St., 42' curbed section bit. surf.
2) NE Grand Ave., 34' curbed section bit. surf.

Adjacent Sections:
N. End --- 58' curbed section providing 4 bit. surf. traf. lanes with median 10' to 12' in width under Project No. IX-9809(5).
S. End --- 34' curbed section providing 2 bit. surf. traf. lanes (one way) with 10' parking on one side.

Project Data: The work consists of the following:
1) Grade, drain and high-type pave (on new alignment) a 28-foot curbed section at the beginning of the Union-Grand Couplet between Hancock St. and Schuyler St.
2) Overlay with asphaltic concrete Union Ave. (58') on the north end and Grand Ave. (44') on the south end of the project.
3) Adjust existing and install new highway lighting as directed.
4) Perform incidental items common to this type of project and adjust utilities where required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Final negative Declaration approved by FHWA on February 22, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review conclusions dated August 16, 1977.
b) District 2 Clearinghouse - Satisfied by inclusions in MSD TIP.

FHPM 7-7-5 Requirements:
1) Public Hearings - None required under Oregon Action Plan.
2) Location/Design - Granted February 22, 1979 under FND.

Data for PR-37:

Roadway	(Type Code 6103)	$970,000.00
Hwy. Lighting	(Type Code Y030)	20,000.00
Utilities	(Type Code Y060)	10,000.00

St. (Unit 2) Sec.

ted line only.
NE Hancock St., 42' curbed section bit. surf.
NE Grand Ave., 34' curbed section bit. surf.

ion providing 4 bit. surf. traf. lanes with
2' in width under Project No. IX-9809(5).
ion providing 2 bit. surf. traf. lanes (one way)
g on one side.

sts of the following:
type pave (on new alignment) a 28-foot curbed
ng of the Union-Grand Couplet between Hancock St.

concrete Union Ave. (58') on the north end and
e south end of the project.
stall new highway lighting as directed.
ms common to this type of project and adjust
ed.

roads, Water Developments, Historical and
olved.

al negative Declaration approved by FHWA on

A-95 review conclusions dated August 16, 1977.
se - Satisfied by inclusions in MSD TIP.

required under Oregon Action Plan.
ted February 22, 1979 under FND.

103)	$970,000.00
030)	20,000.00
060)	10,000.00

NOTE:
1) This project is in Congressional District No. 3
2) Included in MSD FY '80 TIP A/E on page 139 as No. 231.
3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the project will be determined at PS&E stage and the number stipulated in the PS&E documents.

J

5-22-80
2

COLUMBIA - WEIDLER UNIT 2

CONST. ESTIMATE 11-16-79 = #809,460
*INFLATION (16% ANNUAL) TO SKED DATE (Aug. 28-80) = 97,135
TOTAL = #906,595
+10% = #1,000,000 ✓

* $\frac{16}{12}$ x 9 MONTHS = .12 x #809,460 = $97,135

WORK FOR GAITHER
Project Limits
Signals - Illumination

~~Tillamook~~

TUESDAY
CALL KEN LIMBOCKER - Tr. Signals Now
Bob Gettis

5-27-80
ESTIMATE, SKETCH MAP & NARRATIVE
TO GAITHER FOR PROGRAMMING.
✓

Team Leader Eriksen

PREFIX 26-1905-925 Designer Edwards

PROJECT N.E. Columbia-[illegible] Weidler (Cntr) TODAYS DATE May 16, 1980

HIGHWAY Pacific East (Union Ave.) SCHEDULE DATE Aug 28, 1980

COUNTY Multnomah COMPLETION DATE June 6, 1980.

CURRENT ESTIMATE ~~#1,201,000~~ 925,000 % COMPLETE 25%

AUTHORIZED FUNDS #680,000

Comments (Design Problems): Received revised base sheets from Draftsman. General construction sheet almost completed.

Contract Problem (R/W, R.R., Fish or Wildlife, Utilities, Permits, Other Delays, Etc.):

COMMENTS:

Team Leader: Checking on Funding, Z.E.

Final Design Engineer: How come the est doubled? Doc Does it include R/W Cost

[illegible] for R/W

Head of Engineering:

Required Yes	Required No	Date Furnished	Data Furnished For:
✓		5/80	Temp. Prot. & Direct. Traffic
✓		5/79	R/W Descriptions
	✓		Structures
✓		[illegible]	Illumination
	✓		RR Encroachment or PUC
✓			Permanent Signing
✓		by City	Traffic Signal

	Est.	Used	Bal.
Designer	20	5	15
Revisions			
Sign Designer			
Revisions			
Draftsman			
Revisions			
Total			

Team Leader Cole

PREFIX 6-1905-905

Designer Edwards

PROJECT N.E. Columbia - N.E. Weidler (Unit 7)

TODAYS DATE Nov. 2, 1979

HIGHWAY Pacific E. (Union Ave.)

SCHEDULE DATE 3rd 1/4 1980

COUNTY Multnomah

COMPLETION DATE Dec. 1979

CURRENT ESTIMATE $1,201,000

% COMPLETE 10%

AUTHORIZED FUNDS $648,000 (680)

Required Yes	Required No	Date Furnished	Data Furnished For:
✓			Temp. Prot. & Direct. Traffic
✓	?		R/W Descriptions
	✓		Structures
✓			Illumination
	✓		RR Encroachment or PUC
✓			Permanent Signing
	✓		Traffic Signal

Comments (Design Problems): Project familiarization.

Contract Problem (R/W, R.R., Fish or Wildlife, Utilities, Permits, Other Delays, Etc.):

	Est.	Used	Bal.
Designer	20	2	18
Revisions			
Sign Designer			
Revisions			
Draftsman			
Revisions			
Total			

COMMENTS:

Team Leader: O.K. W.E.C.

Final Design Engineer: Current Est figures Supplied to Adams earlier. He is in process of getting approvals DOC

Head of Engineering: H

-8-79)
ARTMENT
ORTATION

TABULATION SHEE

SHEET 1 OF .... SHEET

N.E. Columbia - N.E. Weidler Units 1, 2 & 3
Pacific Hwy. East
Multnomah County

11-16-79

Anticipated Additional Items	UNIT 1	UNIT 2	UNIT 3	
Contract Amount Totals -	$3,577,500	$631,550	$2,443,151	
Permanent Pavement Striping	8,000	1,900	5,000	
Temporary Pavement Striping	5,000	1,000	3,000	
Remove Pavement Striping	4,500	900	2,800	
Drinking Fountains	13,500	6,000	6,000	
Trash Receptacles	5,200	1,600	3,600	
Asphalt Cement Adjustment	75,000	7,500	46,000	
On the Job Training	3,200	2,400	3,[illegible]00	
State Responsibility for Damages	5,000	1,500	3,000	
Sign[illegible] Contractor Testing	10,000	3,000	6,000	
Drainage Line Removal	16,000	—	—	
P.G.E. (Lighting Removal)	24,000	2,200	15,000	
City of Portland - Water	45,000	4,000	28,000	
[illegible] Traffic Signal [illegible]	20,000	2,000	12,000	
Furnishing Plant Trees (By City)	29,900	[illegible]	[illegible]	
Install Water Meters	1650	1,000	1,000	
Water for Establishment Period	200	100	200	
Subtotal	$3,843,650	$674,550	$2,596,951	
Engineering and Contingencies 12½% Unit 1 20% Unit 2&3	480,456	134,910	519,390	
Subtotal	4,324,106	809,460	3,116,341	
Right of Way	—	249,000		
Subtotal	4,324,106	1,058,460	3,116,341	10.7% Un
10% Annual Inflation Factor to Anticipated Contract Date	—	113,255	206,795	6.7% U.
Total	$4,324,106	$1,171,715	$3,325,136	

N.E. Columbia - N.E. Weidler, UNIT 2

$1,201,000 estimate was made by Gettis in Oct. 1979 and did include R/W. He re-estimated Units 2 and 3, after Unit 1 was bid, and came up with $1,171,175 incl. R/W or $922,715 without R/W. This estimate is based on actual Unit 1 prices plus 16% annual inflation factor.

The $1,201,000 was shown on Nov. 2, 1979 weekly report and Adams was to get approvals.

There have been no revisions in project that should affect estimate.

9205

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 21, 1980

In Reply Refer to
File No.

26-1905

DAVE HILL
Bureau of Streets & Structures
City of Portland
621 S.W. Alder
Portland, OR 97205

Subject: Units 3 and 2
Columbia Boulevard - N.E. Weidler/Union Avenue

As we discussed, Unit 3 has now an engineering cost estimate of $2,918,900. This is $92,500 over the amount listed in our priority list for obligating before October 1 of this year.

It appears that the MSD Transportation Improvement Program has enough money to cover Unit 3 construction costs even with the contingency of 10%. As agreed, I have indicated to Max Klotz to go ahead and authorize Salem to obligate Unit 3 for construction with the understanding that overages of up to 10% over the engineering estimate be taken from Unit 2. We will address the shortfall in Unit 2 when we are closer to the bidding time on that project.

TED SPENCE
Policy & Planning Coordinator

TS/po

cc: Donald R. Adams
Max J. Klotz

cc: Gary Zehner -
As per our phone conversation
this date -
Max

N

[illegible] 21-80

DOCUMENTATION OF ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: N.E. Columbia Blvd - NE Weidler (Union Ave.)
Jurisdiction: City of Portland Project
Type of Federal Funds: e(4) ✓ FAU ____ OTHER ____
State Match ____ Local Match ✓

MSD AUTHORIZATIONS FED. $

Resolution No.	PE	ROW	CONST.
T.I.P. 1/4ly report ✓	#300,300	#259,309	#4,868,280

PREVIOUS COST ESTIMATE FEDERAL AND TOTAL $

Date		PE	ROW	CONST.
	Fed.			
	Total			

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

Date		PE	ROW	CONST.
2/1/80	Fed.	#300,300	#211,650	7,247,923
	Total	350,000	249,000	8,526,968

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.
—	+47,659	#2,379,643

Need #2,331,984 ff

BASIS FOR INCREASED COST ESTIMATE:

Approvals:

Project Development Manager ____ Date ____

Metro Administrator ____ Date ____

9203 11-7-79
2

1X-9809 (1) 225,300
75,000

300,300 PE
147,900 R/W Unit 2 & 3
+ 4,250,000 Const " 1

$4,698,200 Obligated

TIP .... PE 300,300
R/W 231,776
Const 4,785,635

5,317,711

619,511 Remaining for Units 2 & 3 Const.

UNIT 2 Const Est 1,201,000 x 85% = 1,021,000
" 3 " " 3,328,000 x 85% = 2,829,000

3,850,000
619 000

$3,231,000

NEEDED

1980 Sundial-Sandy R. Sec. 9204
Col R. Hwy. near Troutdale.
(Grad, Pav. & deck repair)

[illegible]

Date: June 26, 1985 RES

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: Robert N. Bothman
Assistant State Highway Engineer

Subject: Experimental Features Report
"Latex Modified Fibrous Concrete"

Enclosed are ten copies of a final report on the experimental use of latex modified fibrous concrete, a bridge deck overlay containing steel fibers. The LMFC was placed on four bridge decks within the Sundial - Sandy River Section near Troutdale.

The report "Latex Modified Fibrous Concrete" by William J. Quinn and Leon G. Brock concluded that the LMFC performed marginally as a bridge deck overlay. Construction problems, a poor wearing surface, and cracking and spalling near meet lines contribute to its overall marginal rating.

Also enclosed is the final report on Form 1461 for this experimental study OR 81-01.

Enc.

cc H. S. Coulter
R. C. Blensly

RCB:nl 1km

LATEX MODIFIED FIBROUS CONCRETE

Experimental Feature
Final Report

by

William J. Quinn
Research Coordinator

and

Leon G. Brock
Research Coordinator

OREGON STATE HIGHWAY DIVISION
Research Section
Salem, Oregon 97310

Prepared for

FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

March 1985

Latex Modified Fibrous Concrete
Sundial - Sandy River Section

Final Report

INTRODUCTION

In November 1980, a contractor requested permission to use a 1.5 inch thick Latex Modified Fibrous Concrete (LMFC) overlay in lieu of a 2.5 inch low slump concrete (Iowa System) or a 2.5 inch unreinforced latex modified concrete. The overlays were to be on four bridge decks within the Sundial - Sandy River Section.

At the time the request was made, the contractor gave a presentation to state engineers on the benefits of using this new material. He pointed out the LMFC was reported to reduce reflective cracking in previously placed deck overlays. Since Oregon was having problems in this area, conditional approval was granted by the engineers.

The Latex Modified Fibrous Concrete used consisted of approximately 85 lbs of steel fibers per cubic yard of 8 sack latex modified concrete. The 1 1/2 inch overlay thickness was permitted due to the reported greater flexural strength of latex modified concrete with fiber. The steel fibers used were Dramix ZP 50/.50.

Before the project began, laboratory work was identified that would be required before construction. This report discusses the results of that laboratory study, the construction techniques used, the major problems encountered during construction and the results of six post construction inspections.

LABORATORY FINDINGS

The laboratory testing was done to determine the optimum cement and latex modifier content of the mix. Since the steel fibers made it impractical to produce the mix with portable mixers at the jobsite, the time required by the material for satisfactory mixing and placement was critical. The final mix design was chosen so that the material could be mixed, transported, placed and finished without tearing the latex film.

Two methods of mixing the LMFC were tested, a pan-type mixer and a small drum mixer. The pan-type mixer caused the fibers in the first trial batch (A) to ball up after prolonged mixing. Attempts to redistribute the fibers back into the concrete were unsuccessful. Therefore, the drum mixer was tried and selected for the remaining trial batches.

The batches were tested to determine their workability, 7 and 14 day compressive strengths, and the cement content. The water-cement ratio and the latex content were held constant (see Table 1).

At various intervals, the mixing was suspended and the concrete surface was finished with a trowel to judge the workability of the LMFC. In addition, test cylinders of each batch were taken after 20 minutes of mixing (see Table 2).

After 25 minutes of mixing, it was determined the 7 sack mix was too dry and the steel fibers did not separate well, but the workability of the 8 and 9 sack mixes was considered good. The lubricating effect of the latex appeared to be a significant factor in increasing workability. Also, the results tabulated in Table 2 indicated that an 8 sack mix was optimum, since it was found that excessive latex decreased compressive strength.

PREPARATION

During the initial survey of the structures prior to overlaying, chloride ion samples were removed from the bridge decks and analyzed. The following values represent the chloride ion content at the 0" to 1.0" depth:

Troutdale Connection O'xing EB	0.35 lb Cl /cu yd concrete
Troutdale Connection O'xing WB	0.50 lb Cl /cu yd concrete
Sandy River Bridge EB	0.30 lb Cl /cu yd concrete
Sandy River Bridge WB	1.70 lb Cl /cu yd concrete

A visual examination of all four bridge decks was made to determine the location of delamination and serious deck cracking. No major delaminations were found, but there were many large deck cracks in all but the westbound Troutdale Overcrossing. On the eastbound Troutdale Overcrossing, there were several transverse cracks in the bays adjacent to the interior bents. Some of these cracks were visible both on the top and bottom of the deck. Two of the largest cracks were routed and patched with polymer concrete to prevent them from reflecting through the future overlay. The location of all major cracks was recorded to study the effectiveness of the LMFC in resisting reflective cracking.

Both Sandy River bridges had many transverse deck cracks in all the steel spans, but no additional repairs were made before the overlay was placed.

CONSTRUCTION

The Latex Modified Fibrous Concrete components were weighed into ready mix trucks by a portable batch plant located approximately 10 minutes from the bridge site. The components were then loaded by the batch plant operator into the trucks and mixed briefly before the latex modifier and steel fibers were added. All ingredients were mixed together en route to the deck. The mix components weights were verified and recorded by the state inspector.

One hour before overlaying, the deck was prewetted with clean water to provide a damp surface upon which to place the LMFC. Latex modifier was used as a primer and placed by brooming into the deck. As the LMFC was deposited on the primed deck, it was spread with shovels and rakes in front of the finishing machine's screed. The mix was generally sloppy and easy to work, yet there was no noticeable aggregate segregation.

An old, remodeled Bidwell deck finishing machine was used to finish and consolidate the overlay. It consisted of two augers in front of a six foot long vibratory screed and a float pan. The screed was positioned parallel to the roadway centerline. The performance of this machine is questionable because it failed to consolidate the concrete within 15 inches of each curb. It may also have contributed to the resulting poor ride of the surface. The tined finish, which was specified for the overlay, was difficult to achieve and uneven in depth because of the steel fibers. When the tining tool was raked across the concrete surface, it dislodged and dragged fibers out of the concrete material. This produced some tearing of the surface. The finished deck was very rough and caused an unpleasant ride, most likely due to presence of the steel fibers and the tining process. The tined finish had to be removed in the wheel paths with diamond tipped saw blades, and concrete grinding with a multiple blade drum was required before the overlays were accepted.

A serious construction error occurred on one lane of the eastbound Troutdale Connection Overcrossing. On the west end of the bridge, the contractor waited 90 minutes to cover the freshly placed concrete. This error caused shrinkage cracks to immediately appear in the surface of the overlay. Cores removed from the affected area revealed the cracks were approximately 3/8" deep. Latex modifier was subsequently applied to the faulty area to seal the cracks. This application appeared to be satisfactory and the repair was accepted.

The balling of the steel fibers was a continuous problem on all four bridge overlays, but it appeared to be worse with the drier mixes. This required aggregate and balls of fiber up to 4 inches in diameter to be removed from the concrete after it was deposited on the deck.

There was a definite lack of quality control in batching the LMFC (see Table 3). The water-cement ratio varied between 0.30 and 0.44 and the cement factor was consistently below the design value of 8 sacks per cubic yard.

Three 6"x 6"x 19" LMFC beams fabricated in the field were sent to the laboratory to determine the modulus of rupture. Using the ASTM C78 test procedure with third point loading, the average stress at failure was 826 psi. This was no improvement over conventional concrete.

SHORT TERM EVALUATION

The 3 month overall rating of the Latex Modified Fibrous Concrete was fair. A survey of the decks on all four bridges indicated the overlays were all well bonded to the substrate concrete. No cracking was found on the Troutdale Connection Overcrossing. The EB Sandy River Bridge had some serious cracking at expansion joints and three widely separated areas of tight minor cracking such as those which may occur during construction or curing. The large and frequent transverse cracks which were prominent before construction in the steel spans of the Sandy River Bridges did not reflect through the LMFC.

Before grinding, measurements using a 5 foot straightedge indicated an extremely rough wave-like finish on the deck, 1/8 inch in depth, on approximately 18 inch centers, which caused an unpleasant ride. The tined finish placed on the overlays was non-uniform in depth, mainly because of the steel fibers. However, the finishing machine had been poorly maintained and this may have contributed to the problems. Although many steel fibers were visible on top of the overlay, they were laying horizontally, and presented no problem to vehicular tires.

LONG TERM EVALUATION

A visual inspection was performed nine months after completion of construction. The overlay was wearing well with little or no rutting in the wheel tracks. Two small areas of map cracking had appeared approximately 50 feet from the east end of the EB Sandy River structure. The joints on three of the four structures showed moderate deterioration, with some spalling and cracking.

Twelve months after construction a visual inspection and chain drag were performed. Two areas of delamination were found on the WB Troutdale structure, one approximately 14 square feet near bent 2, and one approximately 28 square feet over the overlay meet line near bent 1. The joints at piers 1 and 4 of both Sandy River structures showed cracking in several small areas. A few cracks were visible near the midpoints of several spans on both of these structures.

Thirty-six months after construction a visual inspection and chain drag were again performed. The WB Troutdale structure showed approximately 90 square feet of delamination adjacent to the overlay meet line, with slightly less than 1 square foot of spalling near the west end. The Sandy River structures showed approximately 20 linear feet of cracking and spalling along the expansion joints and transverse meet lines. The visible cracking noted in 1982 was slightly worse.

A final inspection performed 47 months after completion of construction showed little or no change from the thirty-sixth month inspection.

CONCLUSIONS

Two positive items should be noted when rating the Latex Modified Fibrous Concrete: the cracking, delamination and spalling occurred only on the edges of the overlays near the overlay meet lines; the majority of each overlay remained intact and well bonded. Secondly, the large, frequent, transverse cracks which were prominent in the steel spans of both Sandy River bridges did not reflect through the overlay, even after 4 years in service.

However, because of the many problems encountered during construction, the less than desirable riding surface and the serious cracking, delamination and spalling along joints, the overall rating of the LMFC overlay system was poor, and it is NOT recommended for future use until the problems have been eliminated.

Table 1

LATEX MODIFIED FIBROUS CONCRETE
Mix Design

Ingredients in lbs/cy	Mix A & C (8 sack)	Mix B (7 sack)	Mix D (9 sack)
Cement	752	658	846
Latex Modifier	235	206	265
Water	96	84	107
Fibers	85	85	85
Coarse Agg.	1,342	1,435	1,251
Sand	1,342	1,435	1,251

Table 2

LATEX MODIFIED FIBROUS CONCRETE
Test Results

Mix	Time (min)	Workability	Slump (in)	Air Content (%)	Unit Weight (lbs)	Compressive Strength lbs/sq in 7 day	Compressive Strength lbs/sq in 14 day
A	15	good					-
	17		7.00	3.8	143.9	4795(A1)	-
	20	Prepare 2 cylinders - A-1				4895(A1)	-
	30	fair			142.05	4815(A2)	-
	40	poor	5.25	4.8		4770(A2)	
	45	very poor	Prepare 2 cylinders - A-2				

Remarks: Pan Mixer caused the wires to ball up. Allowable mixing time should be limited to 30 minutes to get good finish. Strength was not reduced after 45 minutes work time.

Mix	Time (min)	Workability	Slump (in)	Air Content (%)	Unit Weight (lbs)	7 day	14 day
B	10	fair				3340	3840
	15	fair	4.50	4.2	144.70	3265	4030

Remarks: Mix too dry, wires did not separate well.

Mix	Time (min)	Workability	Slump (in)	Air Content (%)	Unit Weight (lbs)	7 day	14 day
C	10	good	8.00	3.0	144.90	3590	4365
	15	good		1.6*	146.99	3465	4090
	25	good					

Remarks: Good mixing, wires well mixed.

Mix	Time (min)	Workability	Slump (in)	Air Content (%)	Unit Weight (lbs)	7 day	14 day
D	10	good	10.50				
	15	good		2.2	144.34	2830	3665
	25	good		1.2*	145.62	2865	3500

Remarks: Too sloppy, segregation possible. It appears excessive latex content reduced strength.

---

* Pot vibrated to release entrapped air.
TEMP = 68 F RELATIVE HUMIDITY 44%

MIX DATA

Mix	Mixer	Cement (sacks/cy)	Latex (gal/sack)	Water/Cement (ratio)
A	Pan	8	3.5	0.29
B	Drum	7	3.5	0.29
C	Drum	8	3.5	0.29
D	Drum	9	3.5	0.29

Aggregate Gradation
50% Coarse - 3/8" to #4
50% Sand

Cure Method: Concrete was covered with wet burlap for first 24 hours then cured in air.

Table 3

LATEX MODIFIED FIBROUS CONCRETE
Construction Mix Data

Date Prepared 1981	Unit Weight lb/cf	Core Cement Content* sacks/cy	Air Content %	Water/Cement ratio	28-day Compressive Strength lbs/sq.in.
3/20	140.0	7.8	4.4	0.35	5,590 & 5,575
3/26	134.5	7.6	7.0	0.32	5,030 & 5,135
5/07	134.0	7.5	6.7	0.30	4,790
5/19	131.9	7.6	7.5	0.32	4,390
6/23	135.5	7.5	5.8	0.40	4,210
6/26	138.8	7.7	4.2	0.40	4,375
7/02	138.4	7.8	5.0	0.37	5,005
8/13	132.4	7.1	6.0	0.44	2,680
9/25	137.8	7.8	6.0	0.36	5,045& 5,045
11/10	137.6	7.8	6.2	0.33	5,215 & 5,210
11/12	137.1	7.6	6.4	0.34	4,930 & 4,975

* Cement content as determined by lab analysis of test cylinders.

RCS HHO-30-19

DEPARTMENT OF TRANSPORTATION
DERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. [1] STATE: ☐☐ YEAR: 81 – NUMBER: 01 SUF.: ☐

CONSTRUCTION PROJ. NO. [8] IR-84-1(4)14

LOCATION [28] TROUTDALE

EVALUATION FUNDING [48]
1 ☐ HP&R
2 ☒ CONSTRUCTION
3 ☐ DEMONSTRATION
4 ☐ IMPLEMENTATION

NEEP NO. [49] ☐☐

PROPRIETARY FEATURE? [51] ☐ YES ☒ NO

SHORT TITLE

TITLE [52] STRUCTURAL BRIDGE DECK OVERLAY USING LATEX MODIFIED FIBROUS CONCRETE

THIS FORM

DATE [140] MO. 06 – YR. 85

REPORTING [144] 1 ☐ INITIAL 2 ☐ ANNUAL 3 ☒ FINAL

KEY WORDS

KEY WORD 1 [145] BRIDGEDECKS

KEY WORD 2 [167] OVERLAYS

KEY WORD 3 [189] LATEX

KEY WORD 4 [211]

UNIQUE WORD [233] LATEXMODIFIEDFIBROUSCONCRETE

PROPRIETARY FEATURE NAME [255]

CHRONOLOGY

Date Work Plan Approved: [277] MO. 03 – YR. 81

Date Feature Constructed: [281] MO. 06 – YR. 81

Evaluation Scheduled Until: [285] MO. 08 – YR. 82

Evaluation Extended Until: [289] MO. 09 – YR. 85

Date Evaluation Terminated: [293] MO. ☐☐ – YR. ☐☐

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* [297]

UNITS [305]
1 ☐ LIN. FT.
2 ☒ S.Y.
3 ☐ S.Y.-IN.
4 ☐ C.Y.
5 ☐ TON
6 ☐ LBS.
7 ☐ EACH
8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)* [306] 18.50

AVAILABLE EVALUATION REPORTS

[315] ☐ CONSTRUCTION ☐ PERFORMANCE ☒ FINAL

EVALUATION

CONSTRUCTION PROBLEMS [318]
1 ☐ NONE
2 ☐ SLIGHT
3 ☒ MODERATE
4 ☐ SIGNIFICANT
5 ☐ SEVERE

PERFORMANCE [319]
1 ☐ EXCELLENT
2 ☐ GOOD
3 ☐ SATISFACTORY
4 ☒ MARGINAL
5 ☐ UNSATISFACTORY

APPLICATION

[320]
1 ☐ ADOPTED AS PRIMARY STD.
2 ☐ PERMITTED ALTERNATIVE
3 ☐ ADOPTED CONDITIONALLY
4 ☐ PENDING
5 ☒ REJECTED
6 ☐ NOT CONSTRUCTED

(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

[321] Material will not be considered for further use until improved placing techniques are demonstrated.

[700]

FORM FHWA 1461
(REV. 8-79)

Previous Editions are Obsolete

AL—Alabama
AK—Alaska
AZ—Arizona
AR—Arkansas
CA—California
CO—Colorado
CT—Connecticut
DE—Delaware
DC--Dist. of Col.
FL—Florida
GA—Georgia
HI—Hawaii
ID—Idaho
IL—Illinois
IN—Indiana
IA—Iowa
KS—Kansas
KY—Kentucky
LA—Louisiana
ME—Maine
MD—Maryland
MA—Massachusetts
MI—Michigan
MN—Minnesota
MS—Mississippi
MO—Missouri
MT—Montana
NE—Nebraska
NV—Nevada
NH—New Hampshire
NJ—New Jersey
NM—New Mexico
NY—New York
NC—North Carolina
ND—North Dakota
OH—Ohio
OK—Oklahoma
OR—Oregon
PA—Pennsylvania
PR—Puerto Rico
RI—Rhode Island
SC—South Carolina
SD—South Dakota
TN—Tennessee
TX—Texas
UT—Utah
VT—Vermont
VA—Virginia
WA—Washington
WV—West Virginia
WI—Wisconsin
WY—Wyoming

CODING INSTRUCTIONS—FORM 1461 REVISED

NOTE: Use a separate form for each feature on each project. Contact HHO-31 for any exceptions. Check number of spaces used as any over the allotted number will not print, i.e. 88 spaces for title. Type or print all entries.

Entry	
1	**Experimental Project No.** — State: Use two letter abbreviation from above list. Year: Calendar year project initiated. Number: Consecutive number starting 01 each calendar year, not to be repeated unless suffix is used. Contact the Regional Experimental Projects Coordinator prior to using optional suffix A thru Z for multiple projects involving the same feature under the same work plan.
8	**Construction Project No.** — Enter the construction project number for the project in which the experimental feature is incorporated. (Maximum 20 spaces).
2[illegible]	**Location** — Enter the county or city where the project is located. (Maximum 20 spaces).
48	**Evaluation Funding** — Select only one source of funding. If more than one, select the major one. It will normally be the one responsible for evaluation reports. Check HP&R whether it is used for one specific project, for certain groups of projects, or for all experimental projects in a State. Demonstration funds refer to Region 15 evaluations, and Implementation funds refer to R&D in FHWA. If none of these apply, check Construction funds, even when 100 percent State funds are used for evaluation.
49	**NEEP No.** — Enter the respective NEEP number for all projects under the NEEP program. Leave blank if Non-NEEP. The respective NEEP number should be entered for any NEEP subject, even if the State is not actually participating.
51	**Proprietary Feature** — Check "Yes" or "No" for restrictions on future use, such as patented or trade marked items requiring royalties, premiums, licensing, or sole source determinations.
52	**Title** — Describe the feature clearly and concisely. Avoid "The purpose of" or "This is to evaluate" etc. Tell what, where, and why, i.e. "Brand X liquid applied membrane on bridge deck for waterproofing" — "petromat under asphaltic overlay to retard reflective cracking" — "snow plowable raised reflective pavement markers." (Maximum 88 spaces).
140	**Date** — Enter date of the current reporting form.
144	**Reporting** — Check only one block as appropriate, indicating the type of this 1461 reporting form. Note: New or updated information should be reported promptly and must be reported at least annually as required by FHPM 6-4-2-4. Any report submitted during the preceeding 12 months may suffice for the annual update requirement if no change in status has occurred.
145 167 189 211	**Key Words** — Enter key words in accordance with the key word list in the current National Experimental Projects Tabulation. Use only one word from each level of indentation, following the same sequence as shown in that list.
233	**Unique Word** — May be used for a feature easily described by a word not in the key word list and not proprietary, i.e. elastomeric, nonwoven, modular, foamed. (Maximum 22 spaces).
[illegible]55	**Proprietary Feature** — May be used when a feature is synonymous with a brand name. It must specifically note a singular identification and must be modified if the feature is modified, i.e. Transflex Type A, Transflex Type B, Conweld, Silva, Bidim, Mirafi 140. (Maximum 22 spaces).
277 281 285 289 293	**Chronology** — Enter the appropriate dates as indicated. Do not enter a date in Entry Number 289, "Evaluation Extended Until," unless the feature has been conditionally adopted (Block Number 3 under "Application" has been checked), and the evaluation period has been extended for a longer time.
297 305 306	**Quantity and Cost** — Enter the figures for the quantity of units involved in the experimental feature. Check only one block for the appropriate units used. Enter the corresponding figures for the unit cost.
315 316 317	**Available Evaluation Reports** — Check the appropriate blocks for informative reports that are available for others. Progress reports on the project by State or FHWA which casually mention the feature, other Form 1461's, or check-off type reports should *not* be noted.
318 319	**Evaluation** — Check only one block under "Construction Problems" and only one block under "Performance" as soon as feasible. These are subjective decisions and must be made prior to the termination date, entry 293.
320	**Application** — Check only one block as appropriate, showing the disposition of the experimental feature, prior to the termination date, entry 293.
321	**Remarks** — Any unusual circumstances about the experimental feature, or any variation from the normal coding should be entered here. However, the vast majority of experimental features can be informatively reported following the instructions noted above. (Maximum 380 spaces).

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1984

In Reply Refer to
File No.:

CON 5

U. S. Department of Labor
Wage and Hour Division
Federal Building Room 540
Portland, OR 97204

Attn: Ralph Knipe

Sundial-Sandy River
FAP No. IR-84-1(4)14
Contract No. 9204
Underpayment of Wages in
Training Positions

Suislaw Construction Company, the prime contractor on the above project, underpaid a number of employees by placing them in training positions. One position was approved. However, it was discovered that a total of nineteen (19) different trainees were used during the course of the project with as many as eight (8) appearing on the same payroll.

The Oregon Transportation Commission accepted this project on March 21, 1983, and final payments were made by mid-April, 1983.

This project was completed and final payments were made prior to our becoming aware of this violation. I am referring this matter to your agency for appropriate further action.

Sincerely,

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

JLW:mk

cc: Dale E. Wilken
H. S. Coulter
W. E. Schwartz
Jack Sollis

NOTED
H. S. COULTER

RECEIVED STATE HWY ENGR						
OCT 11 '84						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9204

DATE: September 17, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Sundial-Sandy River
FAP No. IR-84-1(4)14
Contract No. 9204
On-the-Job-Training

Your August 28 letter expresses a concern of our procedures for monitoring the On-the-Job Training performance of our contractors. You specifically refer to the Sundial-Sandy River project where, I agree, a less than desirable amount of monitoring occurred. Like you, I further trust that this is an isolated case.

In an effort to strengthen the monitoring process, we are in the process of designing/developing a training program to be conducted this fall/winter throughout the State with Project Managers, Assistant Managers, Office Managers and newly positioned Regional Quality Assurance Specialists. We plan the addition of a professional employee to the EEO, MBE and Labor Compliance Unit. Current positions will be restructured to allow for development of an improved reporting/monitoring system which will provide closer control and a more aggressive posture in responding to evidence of misuse and/or abuse of the program.

When we became aware of the underpayment of wages through the training program by Siuslaw Construction Company, contact was immediately made with the Project Manager advising him to take the necessary corrective measures to assure that this type of situation would not occur again and would not be tolerated.

The Commission accepted this project on March 21, 1983, with final payment being made by mid-April 1983.

As a result of your investigation which uncovered this underpayment of wages, the decision was made to withhold further action pending the court action against Siuslaw Construction Company in the State of Washington.

We now intend to turn this matter over to the U.S. Department of Labor for further appropriate action.

KT:sl

bc W. E. Schwartz
Kay Turner

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

August 28, 1984
IN REPLY REFER TO
HAM.1-OR/961.1

RECEIVED
STATE HWY ENGR
AUG 29 '84
REFER TO
L. Turner
FOR

Info	[illegible]	R/D	D/R	[illegible]	[illegible]	[illegible]
		✓				

WES
R/D

ey
9/4
due
9/11

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Sundial - Sandy River - FAP No. IR-84-1(4)14
State Contract 9204 - On-the-Job Training

Enclosed is a copy of an internal FHWA memorandum which discusses two recent law suits filed by Siuslaw Construction Company against the United States regarding wages required to be paid to trainees on Federal-aid projects in the State of Washington. In the course of providing information to be presented in the case it was discovered that on the subject project, Siuslaw Construction Company had one approved trainee position but had used a total of nineteen different trainees in the course of the project with as many as eight appearing on the same payroll. This is a clear abuse of this program and has resulted in underpayment of required contract wages.

While we believe this to be an isolated instance, we are concerned that the problem was not discovered through your normal monitoring procedures. There appears to be a need to strengthen trainee approval monitoring procedures to assure meaningful and significant training programs.

In reviewing the project we note that only one labor compliance interview was conducted with the prime contractor's employees although payrolls were periodically submitted for work completed between November 1980 through March 1982. We are currently in the process of completing a review of your labor compliance program and employee interviews will be the subject of a recommendation in the draft report.

The enclosed correspondence indicates that several individuals received wages below contract-required minimum on the subject project. We would appreciate being advised of the action you propose to take by September 21, 1984.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

FILE #~~[illegible]~~ W. ~~thru HDA OR~~

U.S. Department of Transportation
Federal Highway Administration

Memorandum

COPY

☑ DIV ADM
☑ PROG OPER
☐ FIELD OPER
☑ FIN MGR
☐ PLANNING
☐ BRIDGE
☐ RT OF WAY
☐ SAF/ENV
☐ R & T
☐ AE 3
☑ MGT A
☐ PROG
☐ ACC
☐ OM
☐
☐

Subject: OJT Training -
Suislaw Construction Company

Date: August 21, 1984

From: Assistant Regional Counsel

Reply to Attn of: HRC-010.1

To: Mr. Willie Harris, Director
Office of Civil Rights

As you know, Suislaw (iu) Construction Company recently filed two law suits against the United States regarding the wages required to be paid trainees on Federal-aid projects. The first suit involving the Hood Canal Floating Bridge Project was filed in the U. S. Claims Court. The second suit involving the I-5 Ship Canal Bridge Project in Seattle was filed in the U. S. District Court, Western District of Washington.

In gathering information for these two lawsuits, we discovered certain information with the assistance of Tony Burrow and Carl Burford, regarding Suislaw's use of trainees that you should be aware of.

Suislaw has been the prime contractor in three recent Federal-aid highway projects. The two previously mentioned in Washington and the I-84, Sandy-Sundial Project in Oregon.

The Sandy-Sundial contract required training a minimum of one trainee. Suislaw received approval of a training program for one trainee. However, the weekly payroll records for the project show the following:

WEEK	NO. OF LABORERS	NO. OF TRAINEES	
06/21-06/27	10	2	
06/28-07/04	7	2	
07/05-07/11	8	1	
07/12-07/18	8	2	
07/19-07/25	7	3	
07/26-08/01	7	4	
08/02-08/08	6	1	
08/09-08/15	5	1	
08/16-08/22	7	5	
08/23-08/29	8	8	(copy attached)
08/30-09/05	6	4	
09/06-09/12	6	2	
09/13-09/19	6	1	
09/20-09/26	10	4	
09/27-10/03	6	3	
10/04-10/10	4	2	

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OREGON DIVIS

10/11-10/17	8	4
10/18-10/24	7	3
10/25-10/31	7	2
11/01-11/07	10	0

Suislaw used a total of 19 different people as trainees during the course of the contract.

The Hood Canal Floating Bridge contract also required training a minimum of one trainee. The approved training program provided for a maximum of one trainee for the first five journeymen and then a maximum of one trainee for each additional eight journeymen. However, the weekly payroll records for the Floating Bridge project show the following:

WEEK ENDING	NO OF LABORERS	NO OF TRAINEES
06/25/83	5	9
07/02/83	3	16
07/09/83	3	20
07/16/83	3	19
07/23/83	3	17
07/30/83	3	14
08/05/83	3	17
08/13/83	4	18
08/20/83	10	3
08/27/83	2	10
09/03/83	2	14
09/10/83	2	18 (copy attach
09/17/83	2	18
09/24/83	18	0
10/01/83	18	0
10/08/83	16	0
10/15/83	17	0
10/22/83	5	0
10/29/83	4	0
11/05/83	2	0
12/03/83	2	0
12/10/83	3	0
12/17/83	2	0
12/24/83	2	0
03/31/84	4	0
04/07/84	5	0
04/14/84	1	0
06/02/84	3	0

Suislaw used a total of 35 different people as trainees on the Floating Bridge Project.

The weekly payroll records for both projects show that Siuslaw used more trainees than were authorized by the approved training program. More importantly, on numerous occasions the ratio of trainees to journeymen exceeded the ratios provided for in the FHWA guidelines for determining the number of trainees to be provided training on a particular contract (1:10 to 1:4). See 23 CFR §230.111(c)(10).

The evidence obtained as a result of the previously mentioned lawsuits strongly suggests that Siuslaw used this high number of trainees for the primary purpose of reducing its labor costs and obtaining a competitive advantage against other contractors in bidding.

The training program set out at 23 CFR Part 230.111 was intended to primarily provide an opportunity for minorities and women to become journeymen in the various highway construction crafts. While training in the laborer classification is permitted, it is on condition that the training will be significant and meaningful. The training program should not be allowed to be used by contractors such as Siuslaw to reduce their labor costs and obtain a competitive advantage through the use of an excessive number of laborer trainees.

We recommend that Siuslaw's use of an unauthorized number of laborer trainees be brought to the States' attention, and that the Divisions, in cooperation with the States, review the training program approval and monitoring procedures to assure that contractors do not use more trainees than can be reasonably trained on the project, i.e., within the range of 1:10 to 1:4, and that the trainees are receiving significant and meaningful training toward journeyman status. We further recommend that close attention be given to approving and monitoring any training programs that Siuslaw submits on Federal-aid highway projects.

James F.

COPY

James F. Zotter

cc: M. Eldon Green (HRA-010) w/attach
P.C. Gregson (HDA-WA) w/attach
D.E. Wilken (HDA-OR) w/attach

CONTRACTS DIVISIONS

Budget Bureau No. 44-R1093

Date 9/2/81

I. Anita LAKE (Name of signatory party), Receptionist (Title) do hereby state:

(1) That I pay or supervise the payment of the persons employed by Siuslaw Const. CO. (Contractor or subcontractor) on the Sundial Troutdale (Building or work); that during the payroll period commencing on the 23 day of August 1981 and ending the 29 day of August, 1981, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said Siuslaw Const. (Contractor or subcontractor) from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 CFR Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948 63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 276c), and described below:

Fed WH / STATE WH / FicA / SAIF

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained in any wage determination incorporated into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registered in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

☐ In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees, except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

☒ Each Laborer or mechanic listed in the above referenced payroll has been paid as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (CRAFT)	EXPLANATION

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
[illegible] 1981

REMARKS

Noted ☐☐☐☐☐☐

NAME AND TITLE	SIGNATURE
Anita LAKE / Receptionist	Anita Lake

THE WILFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 231 OF TITLE 31 OF THE UNITED STATES CODE.

Form WH-348 (1/68)

U.S. DEPARTMENT OF LABOR
WAGE AND HOUR DIVISION

SEP 04 1981

PAYROLL

(For Contractor's Optional Use; See Instruction, Form WH-347 inst.)

pg. 1 of 3

Noted ☐☐☐☐☐☐

NAME OF CONTRACTOR ☒ OR SUBCONTRACTOR ☐ Siuslaw Const

ADDRESS [illegible] Portland [illegible] OR. 97232

PAYROLL NO. 40

FOR WEEK ENDING 8-29-81

PROJECT AND LOCATION [illegible]

PROJECT OR CONTRACT NO. [illegible]

(1) NAME, ADDRESS, AND SOCIAL SECURITY NUMBER OF EMPLOYEE	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	OT. OR ST.	(4) DAY AND DATE S 23	M 24	T 25	W 26	T 27	F 28	S 29	(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS FICA	WITH-HOLDING TAX	State	[illegible]	OTHER [illegible]
Ed Bolen 490-32-2105	2	Carpenter	O		2	•		1/2			2½	19.75	655.88	43.62	142.07	41.90	.40	
			S		8	8	8	8	8		40	[illegible]5.15						
Brett Cullen 543-76-7231	1	Trainee Laborer	O										346.00	23.01	67.10	22.00	.40	
			S		8	8	8	8	8		40	8.65						
Mark Dilworth 543-62-9563	4	Laborer	O		2			1½			3½	17.22	561.47	37.74	98.41	32.55	.40	
			S		8	8	8	8	8		40	12.68						
Mike Eilers 503-60-4646	1	Laborer	O				½				½(1½)	17.22	518.75	34.50	129.35	33.21	.40	
			S		3½	7	8	8	8		35½(40)	[illegible]						
Mike Eilers 503-60-4646	1	Mechanic	O		1						1 (1½)	15.00	518.15	34.50	129.35	33.21	.40	
			S		4½						4½(40)	10.00						
Robert Farmer 543-30-7889	2	Laborer	O								(17½)		795.87	52.93	193.87	55.90	.48	
			S			7			8		15(39)	12.62						
Malo Hasselblad 540-84-4241	5	Laborer	O		2			½			2½	17.22	550.25	36.59	86.73	30.06	.40	
			S		8	8	8	8	8		40	12.68						
Clarence Jones 259-86-7120	2	Trainee Laborer	O								(2)		368.76	21.52	68.51	22.27	.40	
			S					8	8		16(40)	8.65						
John Lewis 543-24-1564	1	Laborer	O								(4½)		670.98	44.62	188.70	48.12	.40	
			S					8	8		16(40)	[illegible].53						

BOR
ON

SEP 04 1981

Noted ☐☐☐☐☐☐

PAYROLL

(For Contractor's Optional Use; See instruction, Form WH-347 inst.)

pg. 1 of 3

Form Approved.
Budget Bureau No. 44-R1093

9-4-81 RJenkins

OR SUBCONTRACTOR ☐

[illegible] ac Coast

FOR WEEK ENDING 8-29-81

ADDRESS [illegible] Portland [illegible] OR 97232

PROJECT AND LOCATION [illegible]

PROJECT OR CONTRACT NO. 92[illegible]

and number	(2) No. of withholding exemptions	(3) Work classification	OT. or ST.	S 23	M 24	T 25	W 26	T 27	F 28	S 29	(5) Total hours	(6) Rate of pay	(7) Gross amount earned	FICA	With-holding tax	State	SAIF	Other [illegible]	Total deductions	(9) Net wages paid for week
n -2105	2	Carpenter	O		2			1/2			2 1/2	19^{95}	655^{88}	43^{62}	142^{07}	41^{90}	.40		227^{99}	427^{89}
			S		8	8	8	8	8		40	5^{15}								
ullen -7231	1	Trainee Laborer	O										346^{00}	23^{01}	67^{10}	22^{00}	.40		112^{51}	233^{49}
			S		8	8	8	8	8		40	8^{65}								
lworth -9563	4	Laborer	O		2			1 1/2			3 1/2	17^{22}	561^{47}	37^{74}	98^{41}	32^{55}	.40		169^{10}	398^{37}
			S		8	8	8	8	8		40	12^{68}								
ERS -4646	1	Laborer	O				1/2				1/2 (1 1/2)	17^{22}	518^{75}	34^{50}	129^{35}	33^{21}	.40		197^{46}	321^{29}
			S		3 1/2	7	8	8	8		35 1/2 (40)	[illegible]								
ERS -4646	1	Mechanic	O		1						1 (1 1/2)	15^{00}	518^{15}	34^{50}	129^{35}	33^{21}	.40		197^{46}	321^{29}
			S		4 1/2						4 1/2 (40)	10^{00}								
Farmer -7889	2	Laborer	O								(1 1/2)		795^{87}	52^{93}	193^{87}	55^{90}	.48		303^{18}	492^{69}
			S			7			8		15 (39)	12^{62}								
sselblad -4241	5	Laborer	O		2			1/2			2 1/2	17^{22}	550^{25}	36^{59}	86^{73}	30^{06}	.40		153^{78}	396^{47}
			S		8	8	8	8	8		40	12^{68}								
Jones -7120	2	Trainee Laborer	O								(2)		368^{76}	21^{52}	68^{51}	22^{27}	.40		115^{70}	253^{06}
			S					8	8		16 (40)	8^{65}								
ewis -1564	1	Laborer	O								(4 1/2)		670^{98}	44^{62}	188^{70}	48^{12}	.40		281^{84}	389^{14}
			S					8	8		16 (40)	14^{53}								

U.S. DEPARTMENT OF LABOR
WAGE AND HOUR DIVISION

RECEIVED
SEP 04 1981

PAYROLL

(For Contractor's Optional Use; See instruction, Form WH-347 Inst.) Pg. 2 of 3

NAME OF CONTRACTOR ☒ OR SUBCONTRACTOR ☐ Noted
[illegible] Const

ADDRESS [illegible] Portland OR. 9723

PAYROLL NO. 40

FOR WEEK ENDING 8-24-81

PROJECT AND LOCATION [illegible]

PROJECT OR CONTRACT NO.

(1) NAME, ADDRESS, AND SOCIAL SECURITY NUMBER OF EMPLOYEE	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	OT. OR ST.	S 23	M 24	T 25	W 26	T 27	F 28	S 29	(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS FICA	WITHHOLDING TAX	STATE	SAIF	OTHER
Keith Lewis		Trainee	O															
544-84-8284	1	LaboRER	S		8	8	8	8	8		40	8.65	346.00	23.01	67.44	21.97	.40	
Earl Martin			O								(5½							
501-76-5602	2	LaboRER	S			8		4	8		20(40)	12.68	774.11	51.48	185.83	53.72	.40	50.0
Bill Meskel			O								(3½)							
544-52-5376	1	LaboRER	S					8	8		16(40)	12.68	621.43	41.33	169.39	43.17	.40	
Arden Olson		Trainee	O															
476-50-4043	0	LaboRER	S		8	8	8	6½			38½	8.65	333.03	22.15	54.27	21.13	.32	
William Paeper		Trainee	O								(4)							
541-54-6275	0	LaboRER	S					8	8		16(40)	8.65	391.52	26.04	90.40	26.00	.40	
William Paeper			O								(4)							
541-54-6275	0	LaboRER	S					8	8		16(40)	4.03	84.56	12.27	28.90	12.00	—	
Rod Poole		Trainee	O								(3½)							
541-74-5109	1	LaboRER	S					8	8		16(40)	8.65	385.83	25.66	80.81	24.76	.40	50.0
Michael Ricks		Trainee	O								(4)							
541-62-2432	1	LaboRER	S					8	8		16(40)	8.65	391.52	26.04	83.90	25.00	.40	
Wayne Salmonson		Trainee	O															
576-58-8244	3	LaboRER	S		8	8	4	8	8		36	8.65	311.40	20.71	36.27	15.35	.40	

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SEP 04 1981

PAYROLL

(For Contractor's Optional Use; See instruction, Form WH-347 inst.) Pg. 2 of 3

Form Approved.
Budget Bureau No. 44-R1093

OR SUBCONTRACTOR Noted
ai Const

FOR WEEK ENDING 8-24-81

ADDRESS: [illegible] Portland, OR 97232

PROJECT AND LOCATION [illegible]

PROJECT OR CONTRACT NO. [illegible]

AND NUMBER	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	OT. OR ST.	S 23	M 24	T 25	W 26	T 27	F 28	S 29	(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	FICA	WITH-HOLDING TAX	State	SAIF	OTHER	TOTAL DEDUCTIONS	(9) NET WAGES PAID FOR WEEK
wis 8284	1	Trainee Laborer	O S		8	8	8	8	8		40	8.65	346.00	23.01	67.44	21.97	.40		112.82	233.18
rtin 5602	2	Laborer	O S			8		4	8		(15½) 20(40)	12.68	774.11	51.48	185.83	53.72	.40	50.00	341.43	432.68
kel 2-5376	1	Laborer	O S					8	8		(3½) 16(40)	12.68	621.43	41.33	169.39	43.17	.40		254.29	367.14
lson -4043	0	Trainee Laborer	O S		8	8	8	6½			38½	8.65	333.03	22.15	54.27	21.13	.32		97.87	235.16
Paeper -6275	0	Trainee Laborer	O S					8	8		(4) 16(40)	8.65	391.52	26.04	90.40	26.00	.40		142.84	248.68
aeper -6275	0	Laborer	O S					8	8		(4) 16(40)	4.03	184.56	12.27	28.90	12.00	—		53.17	131.39
le -5109	1	Trainee Laborer	O S					8	8		(3½) 16(40)	8.65	385.83	25.66	80.81	24.76	.40	50.00	181.63	204.20
Ricks -2432	1	Trainee Laborer	O S					8	8		(4) 16(40)	8.65	391.52	26.04	83.90	25.00	.40		135.34	256.18
almonson -8244	3	Trainee Laborer	O S		8	8	4	8	8		36	8.65	311.40	20.71	36.27	15.35	.40		72.73	238.67

U.S. DEPARTMENT OF LABOR
WAGE AND HOUR DIVISION

PAYROLL

(For Contractor's Optional Use; See Instruction, Form WH-347 inst.) Pg. 3 of 3

Budget B

NAME OF CONTRACTOR ☒ OR SUBCONTRACTOR ☐ Siuslaw Const.

PAYROLL NO. 40

FOR WEEK ENDING 8-29-81

ADDRESS 224 NE 18 Portland OR 97232

PROJECT AND LOCATION Siuslaw [illegible]

PROJECT OR CONTRACT NO 920-

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
SEP 04 1981
Noted

(1) NAME, ADDRESS, AND SOCIAL SECURITY NUMBER OF EMPLOYEE	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	OT. OR ST.	(4) DAY AND DATE S 23	M 24	T 25	W 26	T 27	F 28	S 29	(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS FICA	WITH-HOLDING TAX	State	SAIF	OTHER Advan	TO DEDU
				HOURS WORKED EACH DAY															
Robert Workman 542-54-0220	9	Salaried	O																
			S			8					8 (40)		692.40	46.04	107.61	34.84	.40		18
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PAYROLL

(For Contractor's Optional Use; See Instruction, Form WH-347 Inst.) Pg. 3 of 3

Budget Bureau No. 44-R1093

OR SUBCONTRACTOR ☐

Const.

FOR WEEK ENDING 8-29-81

ADDRESS 224 NE 18 PORTLAND OR 97232

PROJECT AND LOCATION SUNDIAL TROUTDALE

PROJECT OR CONTRACT NO. 9204

ER	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	OT. OR ST.	(4) DAY AND DATE S 23	M 24	T 25	W 26	T 27	F 28	S 29	(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS FICA	WITH-HOLDING TAX	STATE	SAIF	OTHER ADVANCE	TOTAL DEDUCTIONS	(9) NET WAGES PAID FOR WEEK
man 220	9	Salaried	O										692.40	46.04	107.61	34.84	.40		188.89	503.51
			S			8					8/40									
			O																	
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OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
SEP 04 1981
Noted

STATEMENT OF COMPLIANCE

YROLL NUMBER	PAYROLL PAYMENT DATE	CONTRACT NUMBER
12	9-10-3	2511

Date 9-23-83

I, Sharon McCue (Name of signatory party), Acct. (Title) do hereby state:

(1) That I pay or supervise the payment of the persons employed by Siuslaw Construction Co. (Contractor or subcontractor) on the Hood Canal Bridge Rehab (Building or work); that during the payroll period commencing on the 4 day of Sept, 19 83 and ending the 10 day of Sept, 19 83, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said Siuslaw Construction Co (Contractor or subcontractor) from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 *(29 CFR Subtitle A)*, issued by the Secretary of Labor under the Copeland Act, as amended *(48 Stat. 948.63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 276c), and described below:*

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained in any wage determination incorporated into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registered in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

☒ - In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees, except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

☐ - Each laborer or mechanic listed in the above referenced payroll has been paid as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in section 4(c) below.

(c) EXCEPTIONS

EXCEPTION *(Craft)*	EXPLANATION

REMARKS

NAME AND TITLE: Sharon S McCue Acct.

SIGNATURE: Sharon S. McCue

The wilful falsification of any of the above statements may subject the contractor or subcontractor to civil or criminal prosecution. See Section 1001 of Title 18 and Section 231 of Title 31 of the United States Code.

DD FORM 1 NOV 66 879 PREVIOUS EDITIONS ARE OBSOLETE.

SEP 28 1983

SEP 2 1983

COI

CONTRACTOR Siuslaw Construction Co.
ADDRESS 15793 SE Piazza, Clackamas, Or 97015
CONTRACT NO. 2511
TYPE Hood Canal Bridge Rehab

CERTIFIED TRANSCRIPT OF L

For Projects Financed in Whole or in P

A	1	2	3		4								5	6	
LINE NO.	NAME (SEE INSTRUCTIONS ON REVERSE SIDE OF FORM)	DUPLICATIONS	LABOR POSITION CLASSIFICATION		HOURS WORKED EACH DAY S 4	M 5	T 6	W 7	T 8	F 9	S 10	TOTAL HOURS WORKED	RATE PER HOUR	TOTAL AMOUNT EARNED	F.O.A. INS.
1	Christian Anderson 534-70-9116		Laborer Trainee	O S		.	-	-	8	7.5		15.5	9.10	141 05	9 45
2	2700 Maple 202 A Bremerton Wa		Group 1	O S											
3	Eugene Apa 544-54-2712		Laborer Trainee	O S								—		—	
4	10701 SE Hwy 212 Clackamas Or 97015		Group 1	O S											
5	Ron Bethea 548-21-9587		Laborer Trainee	O S		-	-	-	8	7.5		15.5	9.10	141 05	9 45
6	27029 Woodside Rd Kingston Wa		Group 1	O S											
7	Norman Benes 192-28-9353		Laborer Trainee	O S		-	8	8	8	8		32.0	9.10	291 20	25 60
8	251 Perry Ave. N. Port Orchard, Wa		Group 1	O S											
9	Fred Brown [illegible]		Laborer Trainee	O S		-	-	-	8	7.5		15.5	9.10	141 05	9 45
10	422 [illegible] St [illegible] Wa		Group 1	O S											
11	Richard Cossar 532-62-7058		Laborer Trainee	O S		-	8	8	8	8		32.0	9.10	291 20	19 51
12	P.O. Box 216 Retsil, Wa		Group 1	O S											
13	John DeLong 538-54-7086		Laborer Trainee	O S		-	8	8	8	7		31.0	9.10	282 10	18 40
14	5425 Alameda SW Ave Port Orchard, Wa		Group 1	O S											
15	Kenneth Eastman 571-31-8181		Laborer Trainee	O S		-	8	8	8	7.5		31.5	9.10	307 13	20 58
16	83447 Spruce Lane Florence, Or		Group 1	O S				.5	1			1.5	13.65		
17	Robert English 249-02-5765		Laborer Trainee	O S		-	8	-	-	-		8.0	9.10	72 80	4 88
18	2000 Mannuson Wy #103 Bremerton Wa		Group 1	O S											
19	David Farfan 551-41-4321		Laborer Trainee	O S		-	8	8	8	8		32.0	9.10	304 85	20 42
20	1539 Spruce Ave - #B Bremerton, Wa		Group 1	O S					1			1.0	13.65		
21	Robert Farmer 543-30-7889		Laborer	O S		-	8	8	8	8		32.0	15.16	701 15	46 98
22	5288 NW 6th Scappoose, Or		Group 1	O S			•	3	2.5	4		9.5	22.74		
23	Greg Fraser [illegible]		Laborer Trainee	O S		-	-	-	8	7.5		15.5	9.10	141 05	9 45
24	9225 Illahee Rd NE [illegible] Wa		Group 1	O S											
25				O S											

FORM 176—REV. 9-68

O—Overtime
S—Straight Time

RIFT OF LABOR PAY ROLL

hole or in Part with Federal Funds

PAY ROLL NO. 12 SHEET NO. 1 OF 2
FEDERAL PROJECT NO. ER-79-2-(40)
STATE Washington COUNTY Kitsap
WEEK ENDING [illegible]

	7						8					9	10	11
	DEDUCTIONS						FRINGE BENEFIT PAYMENTS							
	F.O.A. INS.	WITH-HOLDING TAX	STATE MEDICAL	STATE INCOME TAX	MISC. Draw	TOTAL	HEALTH AND WELFARE	PENSIONS	VACATIONS	APPREN-TICESHIP PROGRAM	OTHERS	ACTUAL WAGES PAID	~~TRAVEL~~	CHEC #
05	9 45	9 90	4 97			24 32		27 22		5 43		116 73		1989
						—						—		—
05	9 45	12 90	4 97			27 32		27 22		5 43		113 73		1991
20	25 60	19 51	10 25			55 36		80 96		11 20		225 84		1990
05	9 45	-	4 97			14 42		27 22		5 43		126 63		1992
20	19 51	41 20	10 25			72 96		40 92		11 20		217 24		1993
10	18 90	23 90	9 93			52 73		78 43		[illegible]		227 37		1994
13	20 58	41 90	10 57			73 05		[illegible]		[illegible]		234 08		1995
40	4 88	-	2 56			7 44		20 24		2 80		65 36		1996
25	20 42	12 60	10 57			43 59		[illegible]		[illegible]		261 [illegible]		1997
15	46 98	123 60	-			170 58		105 -		14 53		530 57		1998
05	9 45	15 80	4 97			30 22		27 22		5 43		110 8		1999

DAILY JOURNAL OF COMMERCE, PORTLAND, OREGON

CERTIFIED TRANSCRIPT

For Projects Financed in Whole

CONTRACTOR Siuslaw Construction Co
ADDRESS 15793 SE Piazza, Clackamas, Or 97015
CONTRACT NO. 2511
TYPE Hood Canal Bridge Rehab

A	1	2	3		4								5	6
LINE NO.	NAME (SEE INSTRUCTIONS ON REVERSE SIDE OF FORM)	DUPLICATIONS	LABOR POSITION CLASSIFICATION		HOURS WORKED EACH DAY S 4	M 5	T 6	W 7	T 8	F 9	S 10	TOTAL HOURS WORKED	RATE PER HOUR	TOTAL AMOUNT EARNED
1	Andrew Hargraves 575-92-9647		Laborer Trainee	S		–	–	–	8	7.5		15.5	9.10	141 05
2	906 15th #1 Bremerton, Wa		Group 1	O S										
3	Brian Harper 532-74-2622		Laborer Trainee	S		–	8	8	8	8		32.0	9.10	325 33
4	2354 So. Ash Tacoma, Wa		Group 1	O				.5	1	1		2.5	13.65	
5	Joel Harper 532-74-1994		Laborer Trainee	S		–	8	8	8	8		32.0	9.10	325 33
6	2354 So Ash Tacoma, Wa		Group 1	O				.5	1	1		2.5	13.65	
7	Barry Henry 531-82-8392		Laborer Trainee	S		–	–	–	8	7.5		15.5	9.10	141 05
8	2005 Jenson Ave Bremerton, Wa		Group 1	O S										
9	Craig Jones 479-52-5223		Laborer	S		–	–	8	8	8		24.0	15.16	363 84
10	37033 Row River Rd Cottage Grove, Or		Group 1	O				3	2.5	4		9.5	22.74	216 03
11	Karlus Jones 214-68-5108		Laborer Trainee	S		–	–	–	8	7.5		15.5	9.10	141 05
12	927 1/2 Wycoff Bremerton, Wa		Group 1	O S										
13	Mark Lanap 542-88-1817		Laborer Trainee II	S		–	8	8	8	8		32.0	10.61	379 32
14	9715 Hwy 62 Eagle Pt., Or		Group 1	O				.5	1	1		2.5	15.92	
15	Michael Nikolaus 554-15-5665		Laborer Trainee	S		–	8	8	4.5	8		28.5	9.10	279 83
16	2715 6th St. Bremerton, Wa		Group 1	O				.5		1		1.5	13.65	
17	Gary Schreiner 521-98-0454		Laborer Trainee	S		–	8	8	8	8		32.0	9.10	325 33
18	1045 Burwell - #3 Bremerton, Wa		Group 1	O				.5	1	1		2.5	13.65	
19				O S										
20				O S										
21				O S										
22				O S										
23				O S										
24				O S										
25				O S										

FORM 176—REV. 9-68

O—Overtime
S—Straight Time

SCRIPT OF LABOR PAY ROLL

n Whole or in Part with Federal Funds

PAY ROLL NO. 12 SHEET NO. 2 OF 2
FEDERAL PROJECT NO. ER-79-2-(40)
STATE Washington COUNTY Kitsap
WEEK ENDING 9-10-3

6	7						8					9	10	11
	DEDUCTIONS						FRINGE BENEFIT PAYMENTS							
TOTAL AMOUNT EARNED	F.O.A. INS.	WITH-HOLDING TAX	STATE MEDICAL WC	STATE INCOME TAX	MISC. Draw	TOTAL	HEALTH AND WELFARE	PENSIONS	VACATIONS	APPREN-TICESHIP PROGRAM	OTHERS	ACTUAL WAGES PAID	~~[illegible]~~	CHE #
41 05	9 45	4 60	4 97			19 02		39 22		5 43		122 03		200
325 33	21 80	46 90	11 05			79 75		87 29		12 08		245 58		200
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41 05	7 10	15 80	4 97			21 52		39 22		5 43		119 53		200
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DAILY JOURNAL OF COMMERCE, PORTLAND, OREGON

9204

8

May 16, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9204

Gentlemen:

A post-final payment for $225.00 will be made to Siuslaw Construction Co. on Contract No. 9204 for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $907,091.70 including the post-final payment. Of the total $7,388.79 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9204

May 16, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9204

Gentlemen:

On March 24, 1983, we wrote to you concerning release of final payment on Contract No. 9204 awarded to Siuslaw Construction Co. for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

The total contract amount is $906,866.70 including $7,388.79 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9204

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 8893	NE Failing St.-NE Hancock St. (N. Banfield Intchge.) Multnomah County	March 9, 1983
R. L. Coats No. 9527	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 15, 1983
Cascade Const. Co. No. 9025	N.Main Ave.-Bull Run Rd. Multnomah County	March 16, 1983
R. L. Coats No. 9535	Sisters Truck Scale Deschutes County	March 16, 1983
Jack Robinson & Sons, Inc. No. 9526	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 16, 1983
Fabricators, Inc. No. 9381	Elkhead Rd.Intchge.-Rice Hill Intchge. Douglas County	March 17, 1983
J. C. Compton Co. No. 9420	32nd St.-Crest Motel (Astoria) Clatsop County	March 17, 1983
Ajax Electric Co. No. 9427	Columbia River Hwy. @ SW E.M. Watts Rd. & SW Maple St. (Scappoose) Columbia County	March 17, 1983
Siuslaw Construction Co. No. 9204	Sundial-Sandy River Multnomah County	March 21, 1983
Cascade Const. Co.,Inc. No. 9183	SW Bancroft St.-Sellwood Br. (Portland) Multnomah County	March 22, 1983
Steve Pyles, General Contractors, Inc. No. 9500	N. Fk. Ash Creek (Hoffman Road) Bridge Polk County	March 22, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Auburn Const. Co. No. 9399	Abiqua Creek Bridge Marion County	March 29, 1983
A. K. Lundmark & Son, Inc. No. 9423	Westport Slough (Woodson) Bridge Columbia County	March 29, 1983
Wildish Const. Co. No. 9352	Dexter County Park Road-Minnow Creek Lane County	March 29, 1983

April 4, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9204

April 1, 1983

CON

Siuslaw Construction Co.
910 E Burnside
Portland, Oregon 97214

Time Extension Request
Sundial-Sandy River
Contract No. 9204
FAP No. IR-84-1(4)14

Your request for 34 days of additional contract time in which to complete the above named project has been carefully reviewed.

Thirty days were requested for delays due to "inclement weather and the financial status of our subcontractor (Gresham Paving)." Neither of these are bona fide causes for adjustment of contract time under Section 108.09 of the contract Standard Specifications and this portion of your request is accordingly denied.

Four days were requested for adjusting an inlet grate on the eastbound Troutdale structure. This work probably did not delay the project; however, since it was additional work, a time extension of one day is granted for this work.

There remains 31-1/2 days if liquidated damages on this contract. Should you wish to submit additional data, or to review this matter further, please contact Project Manager James McNamee.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood
James McNamee
FHWA
Bob Church

9211

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5
#9211

DATE: June 3, 1982

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Oregon Coast Highway @ Sixth Street (Gold Beach)
Contract No. 9211

This state financed traffic signal installation project has been completed and the final cost exceeds that authorized by $6,431.64 or 11.9 percent.

The state striping crew made several trips to the project to perform the temporary and permanent striping and to change the striping to make the project acceptable to the city of Gold Beach. State forces also performed some paving work at one approach to improve the grade line. This work by state forces increased the project cost by $5,070.

The other major increased cost was the project engineering which exceeded that anticipated by $3,490. This was due mainly to the distance from the project manager's office requiring over three hours driving for the round trip.

It is recommended that the authorization for this project be increased by $6,431.64 to a new total of $60,693.19. This matter will be on the consent calendar for the June 15 meeting.

OBJ:mk 1b

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

orm 734-3123

9204

L

September 22, 1982

Mr. Donald H. Greene
Attorney at Law
6825 S.W. Macadam Avenue
Portland, OR 97219

CON 5
#9204

Dear Mr. Greene:

Thank you for a copy of your letter of September 17, 1982, to United Pacific Insurance Company stating that the claim of A-1 Sandblasting and Steamcleaning and Cornett Brothers Equipment Company has been paid.

This was in connection with a claim filed on December 11, 1981, in the amount of $1,820 against Contract No. 9204 with Siuslaw Construction Company for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

LAW OFFICE OF
DONALD H. GREENE

6825 S.W. Macadam Avenue
Portland, Oregon 97219
(503) 245-5318

6825 S.W. Macadam Avenue
Portland, Oregon 97219

Telephone
245-5318
Area Code 503

September 17, 1982

COPY

United Pacific Insurance Co.
33405 8th Avenue So.
Suite C-3000
Federal Way, WA 98003

Attention: Robert L. Miller
Bond Claim Department

RE: United Pacific Bond U-352051
Dept. of Transportation No. CON 5 #9204
Principal : Siuslaw Construction Co.
Obligee : State of Oregon
Contract : #9204, Deck Repair on I-84, Columbia River Hwy from Sundial to Sandy River
Claimant : Cornett Brothers Equipment Co./$1,820

Dear Mr. Miller:

Please be advised that all claims of A-1 Sandblasting & Steamcleaning and Cornett Brothers Equipment Co. have been fully paid and satisfied. Therefore, you are at liberty to close your file concerning the bond you presently have in force on behalf of Siuslaw Construction Co.

If you need any further information or verification, please feel free to contact me at your earliest convenience.

Sincerely,

Donald H. Greene

DHG:dc
cc: Siuslaw Construction Co.
A-1 Sandblasting
Mr. Robert W. Gormsen

RECEIVED
SEP 20 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9204

CON

September 7, 1982

Siuslaw Construction Co., Inc.
224 NE 18th
Portland, OR 97232

Time Extension Request
Sundial-Sandy River
Contract No. 9204
FAP No. IR-84-1(4)14

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A time extension of 7½ calendar dyas is granted due to the work performed under Price Agreement No. 4; a time extension of ten calendar days is granted due to delays resulting from the delay in shop drawings for the Type 2 joint; a time extension of two calendar days is granted due to the work performed under EWO No. 2; and a time extension of six calendar days is granted due to the quantity overrun in the deck overlay material.

A total time extension of 25½ calendar days is therefore granted for the reasons requested. There remains 32½ calendar days of liquidated damages under this contract.

Should you wish to further review this matter or to submit additional data, please contact Project Manager Jim McNamee.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jim McNamee w/att.
FHWA w/att.
R. D. Church

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 25, 1982

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: Sundial-Sandy River Bridge
Columbia River Highway
Contract No. 9204

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CONSTRUCTION SECTION
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Attached is a time extension request from Siuslaw Construction Company requesting a total of 135 days. Jim McNamee has analyzed the request and the project progress and recommends zero days. The contract is set up for 340 calendar days and actually used 398 for a 58 day ~~accrual~~ overrun.

The contractor has based his request on four items:

1. Extension of bid items. He has requested 20 days due to added work at the ends of the Sandy River structures. Jim states that the work added by PA 4 would account for one-half of the 15 days required to do the work, but that the contractor was working on the critical work on the structures so recommends no time be granted. I think the contractor may have a valid arguable point. There was extra work done, for which we can assign seven and one-half days. It is probably judgmental as to whether it actually caused any delay, but I recommend we grant the seven and one-half days. o.k. 7½ C.D

2. Type 2 joint shop drawings approval. The contractor has requested 60 days for this item. Most of the overrun for this item appears to be the result of the contractor's own method of going about his work. Early in the contract, the contractor proposed a change in the type of overlay from the two alternatives given in the contract to a wire mesh modified latex concrete. The proposed change in overlay thickness was from two and one-half inches to one and one-half inches. The review and approval process took some time and during this time, the question of the type of joints was not resolved. Jim McNamee lists the history and chronology of events surrounding this joint question in his letter and, on page 4 of Jim's letter, third paragraph from the bottom, states that possibly ten days could be considered to be returned to the contractor. I recommend we grant this ten days. 10 CD o.k.

3. Extra work of joints. The contractor requests 15 days for this item. Jim's analysis shows possibly two days spent on extra work and he states that this did not hold up contract work. He recommends no days be granted. For the reasons listed in item No. 1 above, I recommend we grant two days due to this extra work. 2 CD EWO 2

Contains Recycled Materials

4. Extra shipments of latex and fibers. The contractor requests 40 days due to overrun of quantities and delay in getting the extra material. Jim states that ~~this~~ there was only one day delay due to lack of fibers and recommends no days be granted. The quantities of concrete on the two Sandy River structures did overrun. The deck was rough, the end spans had settled some and in establishing a new, better grade, we increased the thickness some in several areas and overran the estimated latex, fibers, etc. I am sure the contractor is correct in stating that he did not want to order the material, especially the latex, too soon. After the first Sandy River structure was poured, however, he should have had some idea of the amount to order for the next structure. I do not believe the increased quantities changed the time to complete the work, but recommend we grant the ten days he lists as a ten day shippers delay. 6 CD

My recommendation is to grant a total of 29½ days due to the four reasons listed by the contractor.

I have talked this over with Jim McNamee and he agrees he was taking a very hard line approach to the contractor's request. The reasons being, he was very frustrated with the contractor at the time due to the contractor's inability or unwillingness to properly prosecute and staff the job to get it finished. My approach is very liberal and generous; however, Jim does not have any objection to my recommendation.

po

cc: Jim McNamee

Attachment

9-1-82

W. E. Schwartz

I concur with Region's recommendations on items 1, 2 and 3 and therefore recommend granting a time extension of 7½ calendar days due to extra work on P.A. 4; 10 calendar days for shop drawing approval delay; and 2 calendar days for extra joint work under EWO 2. I also recommend an extension of 6 calendar days due to the overrun in deck o'lay quantities - (one day for fiber shipping delay and 5 days to place the added quantities based upon dollar value of o'run).
Total time recommended is

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97266

9 C

DATE: February 23, 1982

TO : Marion Craft
Region Construction Engineer

FROM: James W. McNamee
Project Manager

SUBJECT: Time Extension Request
Sundial - Sandy River
Columbia River Highway
Contract 9204

Enclosed is Contractor's Request for Increase in Number of Workdays to complete the above subject project.

The following is pertinent project information:

Award of contract	October 6, 1980.
Calendar Day count began	October 17, 1980. ✓
Work started	December 10, 1980.
Specified 340 Calendar Days expired	October 5, 1981.
Project substantially completed (398 Calendar Days)	December 2, 1981.

The Contractor has based his request on extra work, overrun of overlay material, and delay of type 2 joint shop drawing approval. The Contractor has actually listed four items for a total of 135 Calendar Days extension.

We will attempt to analyze each of the Contractor's items in the same order the Contractor has listed them.

The Contractor has requested 20 days for added work at the east end of the Sandy River structures. This added work was documented by Price Agreement No. 4 which extended certain bid items to allow for replacement of the existing surfacing at the Sandy River east bridge ends.

The Subcontractor, Gresham Paving, did all of the added work. They worked three (3) days at each Sandy River structure excavating both ends; the CTB was placed in one day, and they spent seven (7) days paving the structure ends. Therefore; the total time required to do the removing and replacing of the pavement at both ends of the structures was fifteen days. The Price Agreement No. 4 would amount to one-half the total time spent or 7½ days. The Contractor was allowed to work on the structures all the time, and it is my opinion that the structure work was what delayed the project. -....not the added surfacing work.

Therefore; recommend no extra days for this item.

The Contractor has requested 60 additional days due to late approval of the type 2 joints.

We will go back to February 24, 1981, when we verbally approved the Contractor's proposed Latex Modified Fibrous Concrete on the two Troutdale structures but reserved the right to make a decision on whether or not to continue on the Sandy River structures until after we had evaluated the results of the Troutdale structure overlays.

The Contractor asked what he should do about the type 2 joints when he didn't know what to order. I told him to submit shop drawings for both the 2" and 1½" overlay thickness. Then he would have that part done and only the actual manufacturing of the joint would be required after the decision was made.

May 20, 1981: Contractor was given the green light to construct the latex modified fibrous concrete overlay on the Sandy River bridges. Three months had elapsed but no shop drawings.

May 22, 1981: Mr. John Appleton, D. S. Brown was on the project and talked with inspector about a new type of joint. Inspector told him to stop by the office.....but he was on his way east at the time.

June 11, 1981: John Appleton, D. S. Brown Co. & Robert Workman, Siuslaw were in my office and we discussed an alternate joint. I told the men that this was not a good joint in my opinion because (a) the seal would be in contact with vehicle tires and would soon wear out (b) the joint allows vehicle tires to drop thereby providing a rough ride & (c) the anchorage system was considerable less than specified.

They insisted that I send this in to Salem so the next day I sent the drawing on the shuttle to the Bridge Section.

June 15, 1981: The Bridge Section agreed with me and ruled that the proposed system was not an acceptable alternate; therefore, on June 16, the next day informed the Contractor and asked him to refer to the planned expansion joint detail on drawing No. 35284. Contractor complained that he could not find an acceptable joint anywhere.

June 24, 1981: Gave Contractor copy of Wobo-Maurer strip sealing system and told him that this type would be acceptable.

July 1, 1981: Contractor took his drawing to Salem and worked right with the designer to get something acceptable to both the Contractor and State.....so that the Contractor could order the extrusion mat'l.

July 14, 1981: Returned the Contractor's tracing that he left in Salem on July 1st, and a copy of the drawing with correction and or additions required as noted in red pencil.

Aug. 7, 1981: Received Contractor's resubmittal & sent it to Salem with a note that the extrusion was being fabricated at Nate Young's Shop and any corrections needed should be brought to the Material Section's attention by telephone.

Aug. 11, 1981: The type 2 joint for the eastbound Sandy River bridge was delivered to the project and the shop drawing was approved as noted.

Aug. 13, 1981: The joint was installed and the last deck pour was made at the type 2 joint on the Sandy River eastbound structure.

Aug. 18, 1981 : Traffic was routed over the EB Sandy River structure. During these last few days barrier finishing, installation of type 1 joint, barrier and guard rail connections, etc. was done.

Therefore, summarizing, the Contractor actually didn't make a serious attempt to get a shop drawing approval until July1st, some 41 Calendar Days after he was given the green light to construct the 1½-inch overlay on the Sandy River bridges. It took him 41 days or until August 11th to get the joint delivered to the project. I don't imagine that anyone could improve much on this 41 Calendar Days, but the Contractor should have been working on this since Feb. 24th or 127 days earlier.

The last shoulder barrier pour was made on July 31st. And as previously stated the bridge was opened to traffic on August 18th.

Regardless of whether the joint was installed or not the Contractor was not delayed until after the last shoulder barrier pour was made, and enough cure time (seven days) before guard rail connections could be installed, which brings the date of August 7th or 8th to mind. Also the Contractor was permitted to begin work on the Sandy River eastbound structure ahead of stage II, phase I.

Therefore, the only time I could consider would be August 8th to August 18th or 10 Calendar Days, and since the Contractor was very slow at getting going on the joint submittals (Feb. 24th to July 1st) do not recommend any additional days for this item.

The Contractor has requested 15 day extension for extra work at type 2 expansion joints as well as extra work at the type 1 joint.

E.W.O. #2 was written to cover the work of the eastbound Sandy River type 2 joint. This joint was hard up, and it was deemed advisable to increase the joint opening by sawing. Concrete Sawing Co. did this work in one day, and in our opinion, did not hold up the other project work. We had the Contractor work a total of 9½ man hours on two other days on this extra work. Recommend no extra days for this work.

The Contractor has requested 40 additional days due to delays encountered in extra shipments of latex and fibers.......caused by overruns.

The Contractor had all the fibers on 5-29-81, and all the latex on 6-10-81 for the Sandy River eastbound structure. Contractor poured the eastbound Sandy River deck between 6-23-81 and 8-13-81.

The Contractor had all the latex required for the westbound Sandy River structure on 9-5-81 and didn't make his first pour until September 25th, and completed the deck pouring on October 15th. The Contractor was delayed one day on October 14th, due to fibers. The Contractor poured Oct. 13th, was delayed due to insufficient fibers on the 14th and made the final pour on the 15th of October.

Recommend no additional days for this item.

SUMMARIZING	Contractor's Request	Project Manager's Recommend.
Extension of Bid Items	20	0
Type 2 Joint Shop Drawing Approval	60	0
Extra Work of Joints	15	0
Extra Shipments of Latex & Fibers	40	0
Totals	135	0

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 9204 Contractor Siuslaw Const. Co.

Highway Columbia River

Section Sundial - Sandy River

Kind of Work Grading, Paving and Deck Repair

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Grant 7½ calendar days for P.A. 4 work
Grant 10 calendar days for Type 2 joint approval
Grant 2 calendar days for EWO No. 2 work
Grant 6 calendar days for deck o'lay overrun

Grant total 25½ calendar days.

Recommended for Approval:

Marvin Croft / Region Engineer

D. B. Jackmond
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	9204
Project designation (State-Federal)	IR-84-1(4)14
Date awarded	10-6-80
Work started	12-10-80
Per cent completed (Date)	100% - 12-2-81
No. of Workdays Allowed	340 CD
No. of Workdays Used	398 CD
No. of Added Workdays Requested	135

SP*19063-734

Form 81-734-3290

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date 12/22, 1981

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 340 days to 475 days, within which to complete our Contract No. 9204, without the assessment of liquidated damages. The said contract is described as follows:

SUNDIAL-SANDY RIVER

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ENCLOSED LETTER

Respectfully submitted,

SIUSLAW CONSTRUCTION CO.
Contractor

By V.P.

CONSENT OF SURETY

Date December 29, 1981

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Pat Cellers
Attorney-in-fact

TROMP & MCKINLEY INSURANCE, INC.
Resident Agent

(SEAL)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
3700 S. E. 92nd
Portland, Oregon 97266

Reply Refer to
File No.

Date: October 16, 1981

-File-

Siuslaw Construction Co.
22[illegible] N. E. 1st
Portland, Oregon 9723[illegible]

Subject: Sundial - Sandy River
Columbia River Hwy.
Contract 92[illegible]

ATTENTION: Mr. Robert [illegible]. Workman

This is to acknowledge receipt of your recent letter requesting a [illegible] day extension to complete the above subject project.

Your request for additional time must be made on Form 81-734-3320, Contractor's Request for Increase in Number of Workdays to Complete Construction Contract. We are enclosing a supply of this form for your use.

Very truly yours,

James W. McNamee
Resident Engineer

Enclosures
xc Region I

Form 734-[illegible]

SIUSLAW
CONSTRUCTION CO

October 9, 1981

Oregon State Highway Division
3700 S.E. 92nd
Portland, Oregon 97266

Attention: Jim McNamee

Reference: Sundial-Sandy River Project
Contract No. 9204

Dear Jim:

We feel justified in requesting a time extension for the following reasons for the Sundial/Sandy River Project.

There has been an extension of quantity and the state has added roadwork including excavation, pavement removal, placement of CTB, finish grading and asphalt on four or five bid items at the east end of the Sandy River structures, we are requesting 20 calendar day extension.

Delays in approval of the Type 2 joint; we submitted drawings on a low profile joint the day after the 1½" depth alternate overlay system was approved. Our proposal was denied and since no conventional joints are available for this thin section, we went through a lengthy procedure of submittals and modifications. This procedure delayed the project 60 days.

Extra work at the Type 2 expansion joints on both bridges as well as extra work at the Type I joint. We are requesting a 15 day extension.

There has been a large overrun in the quantity of the overlay material that has necessitated ordering extra shipment of latex and fibers. This material, especially the latex, comes from back East with a 10-day shipping time and in a lot of cases, there was

910 E. BURNSIDE/PORTLAND, OR 97214/503/2324261

no way to tell until we did some pours on the long bridge how much overrun we were going to have. We did not want to over order and we did not want to have it stored too long on the jobsite, therefore, that constitutes a ten day shipping time delay, plus 5 days for each major structure for the extra quantity, 20 days per structure, a total of 40 days extension.

The total calendar day extension requested here is 135. This does not include numerous minimal delays we can document if necessary.

If you have any questions, please do not hesitate to contact me.

Sincerely,

SIUSLAW CONSTRUCTION CO.

Robert C. Workman

RCW/lp

I-84

ROAD DESIGN SECTION

DES 16

August 9, 1982

James McNamee
Project Manager

N.E. Mann
N.E. Mann
Design Team Supervisor

Sundial-Sandy River Section
Columbia River Highway
Multnomah County
Contract No. 9204

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
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RECEIVED
AUG 10 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

Your Construction Narrative Report on this project has been reviewed. While we have no specific comments to make regarding the project, we would agree with you that a conscientious contractor helps to make a good job. Hopefully the contractors you have on your current projects fall into this category.

NEM:rw

cc: E. L. Hardt

120 CL-82-137

2

FILED
JUL 19 1982
NORMA PAULUS
SECRETARY OF STATE

RECEIVED

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 16, 1982

IN REPLY REFER TO
FILE NO.:

COR 5
#9204

Gresham Paving, Inc.
4540 S.E. 174th Avenue
Portland, OR 97236

Attention: Cynthia L. White
Business Manager

Gentlemen:

This will acknowledge your Notice of Claim dated July 7, 1982, for labor and material in the amount of $42,569.85 against Siuslaw Construction Company.

The claim states this is in reference to the Siuslaw Construction Company Contract No. 9204 for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

8-24-82 lmc

js

cc: Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102

4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

NOTICE OF BOND CLAIM
(Pursuant to ORS Chapter 279)

The undersigned submits the following claim against bond of contractor

To: Mr. Bob Gormsen
State of Oregon
Transportation Bldg. Rm. 121
Salem, Oregon 97310

Re: Siuslaw Construction Co.
224 N. E. 18th
Portland, Oregon 97232
Contract No. 9204
Job Name: Sundial-Sandy River

Notice is hereby given that the undersigned, Gresham Paving, Inc., has a claim for retention, labor, equipment rental and materials used in the above improvement in the sum of $42.569.85 against the bond taken from Siuslaw Construction Co. for work in Sundial-Sandy River, Columbia River Highway.

GRESHAM PAVING, INC.

BY: Cynthia L. White
Cynthia L. White, Business Manager

DATE: July 7, 1982

CERTIFIED
P11 [illegible]
MAIL

RECEIVED
JUL 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9204

2

FORM C-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SUNDIAL- SANDY RIVER

WEEK ENDING: June 5, 1982

SECTION PREFIX: 626-1068

HIGHWAY: COLUMBIA RIVER

COUNTY: MULTNOMAH

NAME OF JOB: SUNDIAL - SANDY RIVER

KIND OF WORK: GRADING, PAVING, AND DECK REPAIR

CONTRACTOR: SIUSLAW CONST. CO.

CONTRACT NUMBER: 9204

FEDERAL AID PROJECT NUMBER: IR-84-1(4)14

DATE OF CONTRACT: OCT. 6, 1980

DATE WORK STARTED: DEC. 10, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 340

CALENDAR DAYS USED: 398

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 117

PROJECT AUTHORIZATION: $ 1,111,227

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 1,023,112

ENGINEERING AUTHORIZATION: $ 88,115

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,039,362

ENGINEERING COST TO DATE: $ 126,670

DATE PROJECT WAS COMPLETED: December 2, 1981

ESTIMATED PERCENT overrun 1.6 %

PERCENT OF AUTHORIZATION: 144 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
-	-	100 -	100	100	-		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.91	0.91			0.91
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,260 CY	5,900 T			2,700 T
TOTAL QUANTITIES CORRECTED TO DATE	6,200 CY	6,726 T			2,618 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,200 CY	6,726 T			2,618 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	6875	6875A	7046	7046A	8418A	8418B		
PERCENT	100	100	100	100	100	100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Second Notification December 2, 1981
MONDAY		0		
TUESDAY				
WEDNESDAY				
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
JUN 8 1982
CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Second Notification December 2, 1981......project substantially completed.

No activity.

Semi-final submitted to Region 1 office on Friday.

Final report.

SIGNED ______ LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9204

L,

RES 6

DATE: May 6, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
Robert N. Bothman, P.E.
Assistant State Highway Engineer

SUBJECT: Oregon Project IR-84-1(4)14
Sundial-Sandy River Section

Enclosed for your review and approval are six copies of an interim experimental feature report on latex modified fibrous concrete. This experimental material was used to overlay four bridge decks within the subject section.

Although the concept of reinforcing the latex modified concrete with steel fibers is attractive, it is our recommendation this system not be used again until the handling and finishing problems are eliminated.

Enc.

WJQ:pb 1b

bc W. J. Hart w/enc.
E. L. Hardt w/enc.
Gordon Beecroft

Latex Modified Fibrous Concrete
Sundial - Sandy River Section

Interim Report

INTRODUCTION

In November 1980, the Siuslaw Construction Company requested permission to substitute a 1.5 inch Latex Modified Fibrous Concrete (LMFC) overlay for either a 2.5 inch low slump concrete (Iowa System) or a 2.5 inch unreinforced latex modified concrete overlay on four bridge decks within the Sundial - Sandy River Section. At that time a presentation was made by OBEC consulting engineers on the benefits of using this new material. The greater flexural strength of the concrete due to the presence of the fiber was the reason cited for reducing the overlay thickness.

The request was studied by state highway engineers before conditional approval was granted. Oregon's problems with cracking in previously placed deck overlays greatly influenced the decision to allow an alternate overlay system.

The LMFC consisted of adding approximately 85 lbs of Dramix ZP 50/.50 steel fibers to each cubic yard of latex modified concrete. An eight sack per cubic yard cement factor was specified instead of the 7.5 sack/cy value usually designated for latex modified concrete mixes.

Before the project began, a work plan was prepared by the Research Section describing the laboratory work that would be performed prior to construction and the method of evaluating the performance of the experimental overlay system. This interim report discusses the results of the laboratory study, describes some of the construction techniques used and the major problems encountered during construction and provides a short term evaluation of the overlay.

LABORATORY FINDINGS

The purpose of testing the Latex Modified Fibrous Concrete in the laboratory was twofold. First, the "maximum allowable work time" for the latex concrete had to be determined because the contractor was prevented from mixing it in a concrete mobile mixer at the bridge site due to the steel fibers. Second, the effects of the steel fibers on workability had to be investigated and the optimum cement and latex modifier content had to be confirmed. When determining the "allowable work time" the ability to finish the concrete surface without tearing the latex film was selected as the prime criteria.

The first trial batch, Mix A, was mixed in a pan-type mixer. The steel fibers separated satisfactorily after they were added into the concrete while mixing was occurring. Initially, the steel fibers were well distributed throughout the concrete but after prolonged mixing some balling occurred. Attempts to redistribute the fibers back into the concrete were not successful.

At various intervals, the mixing was suspended and the concrete surface was finished with a trowel. The workability of the LMFC was judged good after 15 minutes, fair after 30 minutes and very poor after 45 minutes. In addition, two test cylinders were made after 20 minutes of mixing and again after 45 minutes. The average 7 day compressive strength was nearly the same for both sets of cylinders (4,800 psi$^{\pm}$). The results of testing Mix A indicated only a 30$^{\pm}$ minute work time was available to finish the latex modified concrete surface at 68 F and a relative humidity of 44 percent. From other work with latex modified concrete it was concluded that a shorter allowable work time would result at higher temperatures.

Because of the fiber balling problem the last three concrete trial batches were prepared in a small drum mixer.

In the next series of tests the workability and the effects of varying the cement factor and latex content on compressive strength were examined. The cement content was varied at 7, 8 and 9 sacks per cubic yard, while a water-cement ratio of 0.29 and a 3.5 gallon per sack latex loading were held constant. The formulation for each batch is shown in Table 1 and the physical test results are presented in Table 2.

The workability of the 8 and 9 sack mixes was good after 25 minutes of mixing but the 7 sack per cubic yard mix was considered too dry and the steel fibers did not separate well. It appeared the lubricating effect of the latex was a significant factor in increasing workability.

The results of both the 7 and 14 day compressive strength tests indicated the 8 sack per cubic yard mix was optimum and that an excessive amount of latex decreased compressive strength.

FIELD INSTALLATION

Before the overlay was started, all four bridge decks were examined to determine the location of delaminations and serious deck cracking. No major delaminations were found, but there were many large cracks in three of the four decks. Only the Troutdale Connection Overcrossing westbound structure was free of visible deck cracking. There were several transverse cracks in the bays adjacent to the interior bents of the eastbound Troutdale Connection Overcrossing. Some of these cracks were visible both on the top and bottom of the deck. Two of the large cracks near bent 3 were later routed and patched with polymer concrete to prevent them from reflecting through the new overlay. Three other cracks were prepared for an epoxy injection treatment but the contractor did not succeed in his attempted injections. The location of major cracks in the eastbound Troutdale Connection Overcrossing were recorded to study the effectiveness of the LMFC in resisting reflective cracking.

Both Sandy River bridges had many transverse deck cracks in all steel spans. No additional repairs were made at these cracks before the overlay was placed.

During the initial survey of the decks, chloride ion samples were removed and analyzed. The following values represent the chloride ion content at the 0" to 1" depth.

Troutdale Connection O'xing EB	0.35 lb Cl^-/cu yd concrete
Troutdale Connection O'xing WB	0.50 lb Cl^-/cu yd concrete
Sandy River Bridge EB	0.30 lb Cl^-/cu yd concrete
Sandy River Bridge WB	1.70 lb Cl^-/cu yd concrete

The LMFC was batched in a portable batch plant near the bridge site. The sand, coarse aggregate, cement and water were weighed and then loaded into a standard ready-mix truck. The concrete was mixed briefly before the Tylac 97-314 latex modifier and Dramix ZP 50/.50 steel fibers were added to the concrete. All ingredients were mixed together as the truck traveled to the deck. The weight of the components were checked and recorded by a state inspector who was present during all batching. It took approximately 10 minutes for the truck to travel from the batching area to the deck.

One hour before the overlay began the deck was prewetted with clean water to provide a damp surface upon which to place the latex modified fibrous concrete. As the concrete was discharged from the truck, brooms were used to brush some of the latex mortar into the deck as a primer. An attempt was made to cover the latex coated surface with the overlay before it dried. Although the "start up" of each pour was very slow the laydown operation went fairly smooth. As the LMFC was deposited onto the deck it was spread by shovels and rakes in front of the screed of the finishing machine. The LMFC was generally sloppy and easy to move on the deck. Even though the average concrete slump was over 7 inches there was no noticeable aggregate segregation.

The balling of the steel fibers was a continuous problem on all four bridge overlays but it appeared to be worst with drier mixes. Small balls of fibers and aggregate were removed from the concrete after it was deposited on the deck. In some cases the fiber balls were four inches in diameter.

There was a definite lack of quality control in batching the LMFC as can be seen in Table 3. The water-cement ratio varied between 0.30 and 0.44 and the cement factor was consistently below the design value of 8 sacks per cubic yard. The 28 day compressive strength of test cylinders also varied between 2,690 psi and 5,590 psi.

Three 6" x 6" x19" beams were fabricated in the field and sent to the laboratory to determine modulus of rupture of the latex modified fibrous concrete. Using the ASTM C78 test procedure with third point loading, the average stress at failure was 826 psi. This was no improvement over conventional concrete.

An old remolded Bidwell deck finishing machine was used to finish and consolidate the overlay on this project. It consisted of two augers in front of a 6 ft± long vibratory screed and a float pan. The screed was positioned parallel to the roadway centerline. The performance of this machine is under investigation because it failed to consolidate the concrete within 15 inches of each curb and the surface on all four bridge decks was extremely rough. Concrete grinding with a multiple blade drum was required before the overlays were accepted.

The tined finish which was specified for the overlay was difficult to achieve because of the steel fibers. When the tining tool was raked across the concrete surface it dislodged and dragged several fibers out of the concrete material. This produced some tearing of the surface and may have contributed to the poor rideability of the overlay.

A serious construction error occurred while the latex modified fibrous concrete was being placed on one lane of the eastbound Troutdale Connection

Overcrossing structure. The contractor failed to cover the freshly placed concrete until 90 minutes after it was placed on the west end of the bridge. This error caused shrinkage cracks to immediately appear in the overlay surface. Cores removed from the affected area revealed the cracks were only approximately 3/8" deep. The latex modifier was subsequently applied to the faulty area to seal the cracks. This application appeared to be satisfactory and the repair was accepted.

SHORT TERM EVALUATION

The overall rating of the Latex Modified Fibrous Concrete was only fair. A survey of the decks on all four bridges indicated the overlays were all well bonded to the substrate concrete but the surface was extremely uneven causing an unpleasant ride. Some serious cracking was found at expansion joints and some minor cracking was found at three widely separated areas on the eastbound Sandy River bridge. The large and frequent transverse cracks which were prominent in the steel spans of both Sandy River bridges did not reflect through the Latex Modified Fibrous Concrete overlay after an average in-service period of three months. No cracking was found in the overlay on the Troutdale Connection O'xing either.

The tined finish placed on all of the overlays was non-uniform in depth mainly because of the steel fibers. It was removed in the wheel tracks however when the surface was cut with diamond tipped saw blades in an attempt to eliminate the rough ride.

Because of the many problems that were encountered during construction and the less than desirable riding surface, the Latex Modified Fibrous Concrete overlay system is not recommended for future use until the construction problems have been eliminated.

Table 1

LATEX MODIFIED FIBROUS CONCRETE
Mix Design

Ingredients	Mix A & C	Mix B	Mix D
		pounds per cubic yard	
Cement	752	658	846
Latex Modifier	235	206	265
Water	96	84	107
Fibers	85	85	85
Coarse Aggregate	1,342	1,435	1,251
Sand	1,342	1,435	1,251

Table 2

LATEX MODIFIED FIBROUS CONCRETE
Test Results

Mix	Time (min)	Workability	Slump (in)	Air Content (%)	Unit Weight (lbs)	Compressive Strength lbs/sq in 7 day	14 day
A	15	good					-
	17		7.00	3.8	143.9	4795(A1)	-
	20	Prepare 2 cylinders - A-1				4895(A1)	-
	30	fair			142.05	4815(A2)	-
	40	poor	5.25	4.8		4770(A2)	
	45	very poor	Prepare 2 cylinders - A-2				

Remarks: Pan Mixer caused the wires to ball up. Allowable mixing time should be limited to 30 minutes to get good finish. Strength was not reduced after 45 minutes work time.

Mix	Time (min)	Workability	Slump (in)	Air Content (%)	Unit Weight (lbs)	Compressive Strength lbs/sq in 7 day	14 day
B	10	fair				3340	3840
	15	fair	4.50	4.2	144.70	3265	4030

Remarks: Mix too dry, wires did not separate well.

Mix	Time (min)	Workability	Slump (in)	Air Content (%)	Unit Weight (lbs)	Compressive Strength lbs/sq in 7 day	14 day
C	10	good	8.00	3.0	144.90	3590	4365
	15	good		1.6*	146.99	3465	4090
	25	good					

Remarks: Good mixing, wires well mixed.

Mix	Time (min)	Workability	Slump (in)	Air Content (%)	Unit Weight (lbs)	Compressive Strength lbs/sq in 7 day	14 day
D	10	good	10.50				
	15	good		2.2	144.34	2830	3665
	25	good		1.2*	145.62	2865	3500

Remarks: Too sloppy, segregation possible. It appears excessive latex content reduced strength.

---

* Pot vibrated to release entrapped air.
TEMP = 68 F RELATIVE HUMIDITY 44%

MIX DATA

Mix	Mixer	Cement (sacks/cy)	Latex (gal/sack)	Water/Cement (ratio)
A	Pan	8	3.5	0.29
B	Drum	7	3.5	0.29
C	Drum	8	3.5	0.29
D	Drum	9	3.5	0.29

Aggregate Gradation
50% Coarse - 3/8" to #4
50% Sand

Cure Method: Concrete was covered with wet burlap for first 24 hours then cured in air.

Table 3

LATEX MODIFIED FIBROUS CONCRETE
Construction Mix Data

Date Prepared 1981	Unit Weight lbs/cf	Cement Content sacks/cy	Air Content %	Water/Cement ratio	28-Day Compressive Strength lbs/sq in
3/20	140.0	7.8	4.4	0.35	5,590, 5,575
3/26	134.5	7.6	7.0	0.32	5,030, 5,135
5/07	134.0	7.5	6.7	0.30	4,790
5/19	131.9	7.6	7.5	0.32	4,390
6/23	135.5	7.5	5.8	0.40	4,210
6/26	138.8	7.7	4.2	0.40	4,375
7/02	138.4	7.8	5.0	0.37	5,005
8/13	132.4	7.1	6.0	0.44	2,680
9/25	137.8	7.8	6.0	0.36	5,045, 5,045
11/10	137.6	7.8	6.2	0.33	5,215, 5,210
11/12	137.1	7.6	6.4	0.34	4,930, 4,975

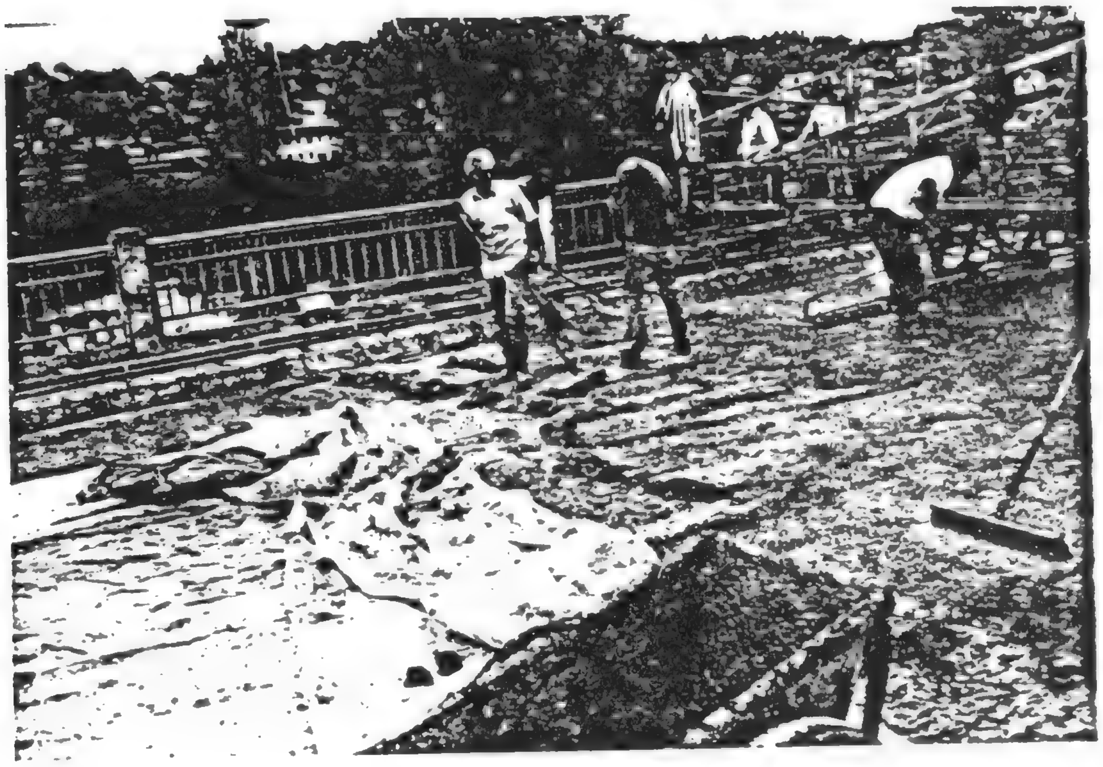

Figure 1

Latex Modified Fibrous Concrete being placed.
Note balling of steel fibers.

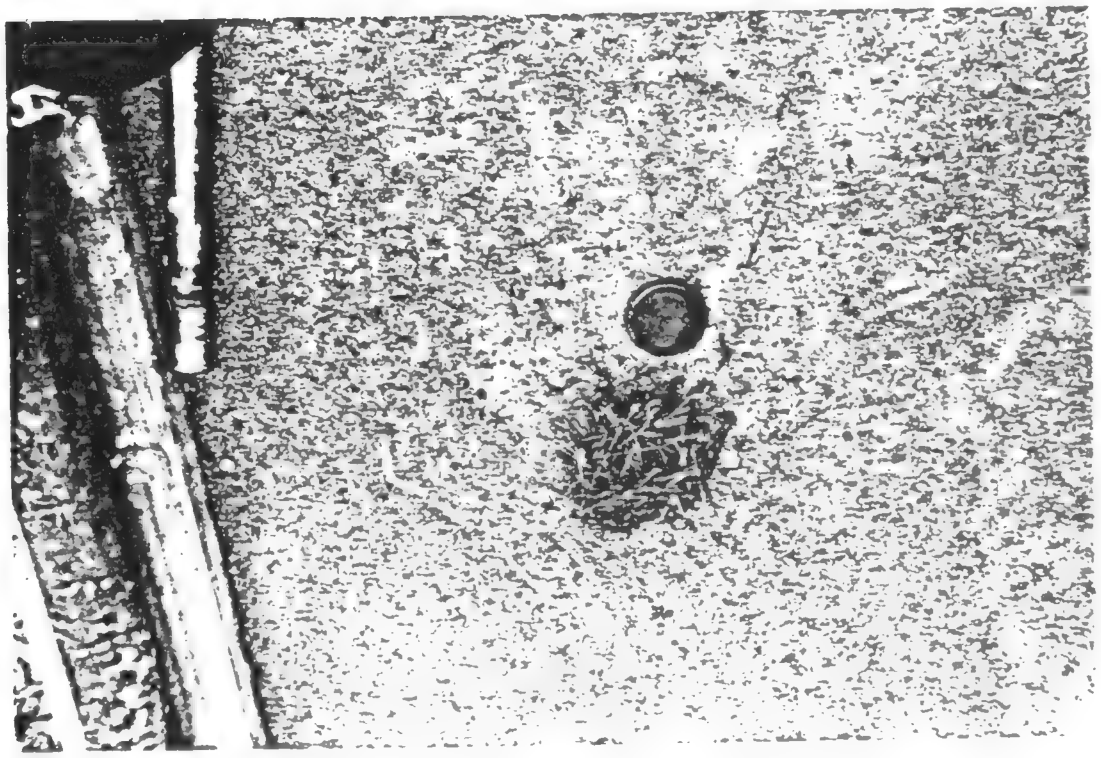

Figure 2

Close-up of steel fibers in ball.

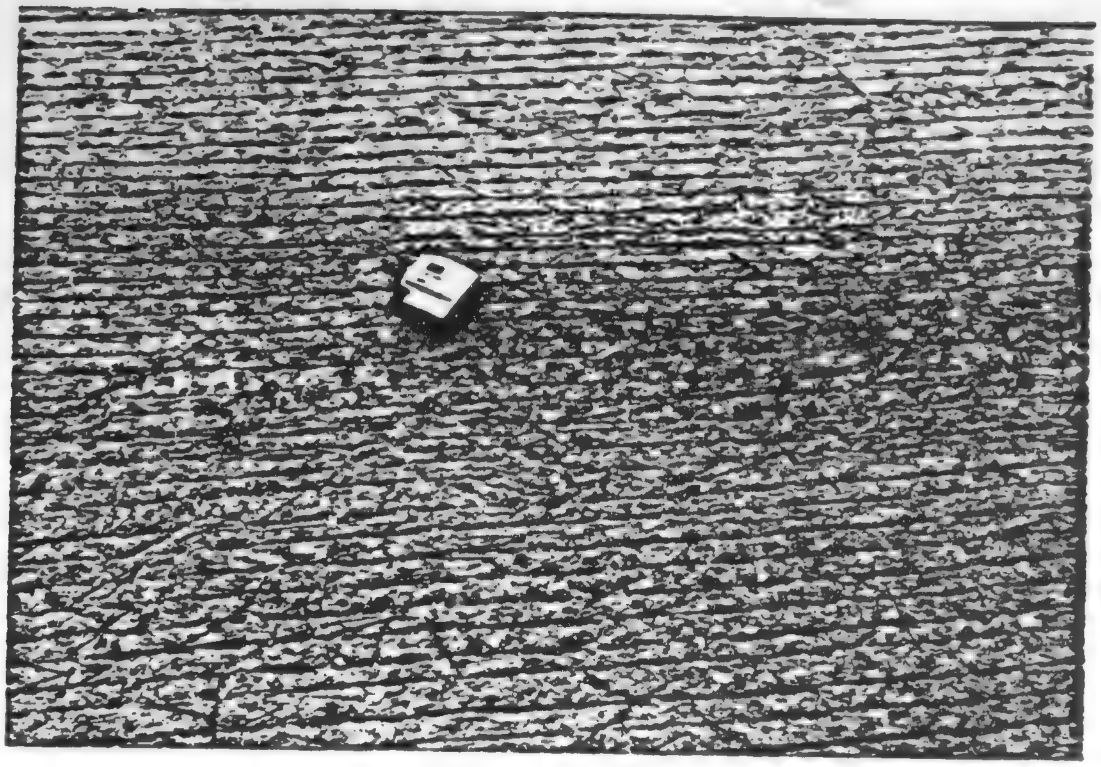

Figure 3

Finished Texture on Latex Modified
Fibrous Concrete Overlay

9204

April 15, 1982

Columbia West Materials & Constructors Co.
P. O. Box 10425
Portland, OR 97210

CON 5
#9204

Attention: William A. Bugge, Jr.
President

Gentlemen:

Thank you for your letter of April 6, 1982, informing us that the claim on Contract No. 9204 against Gresham Paving Company, subcontractor, has been paid.

You state this is in reference to the Suislaw Construction Company Contract No. 9204 for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

ED

4-15 82. Lmc

COL-WEST

COLUMBIA WEST MATERIALS & CONSTRUCTORS CO.

7881 N.W. St. Helens Rd.
P.O. Box 10425
Portland, OR 97210
(503) 286-9431

Rock Products
General Construction
Asphaltic Paving
Equipment Rentals

April 6, 1982

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Claim on Contract No. 9204

Dear Sirs:

This is to notify you that our claim on Contract No. 9204, Sundial - Sandy River Section of the Columbia River Highway, against Gresham Paving Company, a subcontractor to Siuslaw Construction Company, was paid on April 5, 1982.

Sincerely,

William A Bugge, Jr.
President

WAB/sae
cc: Siuslaw Construction
224 N.E. 18th
Portland, Oregon 97232

RECEIVED
APR 13 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"AN EQUAL OPPORTUNITY EMPLOYER"

9204 L-82-58

L.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 5 1982
NORMA PAULUS
SECRETARY OF STATE

April 2, 1982

IN REPLY REFER TO
FILE NO.: CON 5
#9204

FILED
APR 5 1982
NORMA PAULUS
SECRETARY OF STATE

Columbia West Materials & Constructors Co
P. O. Box 10425
Portland, OR 97210

Attention: William A. Bugge, Jr.

Gentlemen:

We have received your letter dated March 17, 1982, addressed to the Highway Division in Milwaukie stating that you have a claim for material supplied to Gresham Paving Company in the amount of $1,495.38.

The claim states this is in reference to the Suislaw Construction Company Contract No. 9204 for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

As you knew, United Pacific Insurance Company furnished the bond on this contract. We will advise them and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when this claim has been paid.

Sincerely,

Robert Gormsen 4-8-82

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Siuslaw Construction Co.
224 N.E. 18th
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COL-WEST

COLUMBIA
WEST
MATERIALS &
CONSTRUCTORS
CO.

7881 N.W. St. Helens Rd.
P.O. Box 10425
Portland, OR 97210
(503) 286-9431

Rock Products
General Construction
Asphaltic Paving
Equipment Rentals

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SO REGION I RBI
TO

CERTIFIED MAIL

March 17, 1982

State of Oregon
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: Contract No. 9204
Sundial-Sandy River

Notice is hereby given that the undersigned, Bugge Investment, Inc. dba Columbia West Materials and Constructors, Co., has a claim for asphaltic concrete supplied to Gresham Paving Company, in the sum of $1,495.38 against the Bond from Siuslaw Construction and United Pacific Insurance Company, for work done on OSHD Contract No. 9204 Sundial-Sandy River.

COLUMBIA WEST MATERIALS
& CONSTRUCTORS, CO.

William A. Bugge, Jr.
President

[illegible]

WAB/sae

CC: Bryant Jackmond
Jim McNamee

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"AN EQUAL OPPORTUNITY EMPLOYER"

9204

CL-82-38

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 17 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.

CON 5
#9204

March 16, 1982

FILED
MAR 17 1982
NORMA PAULUS
SECRETARY OF STATE

Schwab & Hilton
Attorneys at Law
1200 Oregon National Building
610 S.W. Alder Street
Portland, OR 97205

Attention: Scott Howard

Gentlemen:

This will acknowledge your letter of March 5, 1982, with attached Notice of Bond Claim on behalf of Mercer Industries, Inc., for labor and materials in the amount of $2,886.55 plus interest furnished to Siuslaw Construction Company.

The claim states this is in reference to the Siuslaw Construction Company Contract No. 9204 for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of this claim. We note that you have filed this claim directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

js
cc: Siuslaw Construction Co.
224 N.E. 18th Street
Portland, OR 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

4-1-82 dmc

bc: Secretary of State - The attorney has filed directly with you a copy of the attached claim. Please advise of the filing date and number on the enclosed copy of this letter.

SCHWAB & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD
DAVID A. LOKTING

DENTON G. BURDICK, JR.
(1916-1980)

March 5, 1982

CERTIFIED MAIL - Return Receipt Requested

Norma Paulus
Secretary of State
Salem, OR 97310

Oregon State Highway Department
Robert W. Gormsen, Manager
Commission Services
Room 121 Transportation Building
Salem, OR 97310

Re: Siuslaw Construction Company
Sundial-Sandy River Bridge Contract

Madam Secretary and Gentlemen:

Enclosed is a Notice of Bond Claim presented under ORS Chapter 279 by Mercer Industries, Inc. Please acknowledge receipt of this notice.

Yours very truly,

Scott Howard

Scott Howard
SCHWAB & HILTON

SH:mm
Encl.
cc: Mercer Industries, Inc.
Attention: Mr. Charles R. Speight
Corporate Counsel

NOTICE OF BOND CLAIM

TO: Norma Paulus
Secretary of State
Salem, OR 97310

TO: Oregon State Highway Department
Robert W. Gormsen, Manager
Commission Services
Room 121 Transportation Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN that the undersigned, MERCER INDUSTRIES, INC. has a claim for labor and materials, including but not limited to, Acme Seals and tie wire furnished to Siuslaw Construction Company in connection with the work known as Sundial--Sandy River Bridge Contract No. 9204. The claim is in the sum of $2,886.55, together with interest at the rate of 18% per annum from January 31, 1982 until paid, against the bond taken from Siuslaw Construction Company as principal, and United Pacific Insurance Co., as surety, for the foregoing work.

Dated this 2 day of March, 1982.

MERCER INDUSTRIES, INC.

By

D. E. Mercer, President

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9204 5689

file

2.

VICTOR ATIYEH
[illegible]

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 16 1981
NORMA PAULUS
SECRETARY OF STATE

December 15, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9204

RECEIVED
DEC 16 1981
NORMA PAULUS
SECRETARY OF STATE

Cornett Bros. Equipment Company
2827 S.E. Eagle Avenue
Gresham, OR 97030

Attention: Harlin Cornett, Owner

Gentlemen:

This will acknowledge receipt of your letter of December 11, 1981, stating that you have a delinquent rental bill in the amount of $1,820 against Siuslaw Construction Company.

The claim states this is in reference to the Siuslaw Construction Company Contract No. 9204 for work on the Sundial-Sandy River Section of the Columbia River Highway in Multnomah County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Siuslaw Construction Co.
224 N. E. 18th Street
Portland, OR 97232

RECEIVED
COMM[illegible] [illegible]VICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
12-21-81 dmc

Cornett Bros. Equipment Company
2827 SE Eagle Avenue
Gresham, Oregon 97030

December 11, 1981

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

RE: OSHD #9204 Sundail-Sandy River Section Columbia River Highway near Troutdale

Dear Sir:

We would like to file notice against Contract No. 9204, that we have delinquent rental bill in the amount of One Thousand Eight Hundred Twenty Dollars ($1,820.00). against Sisulaw Construction Company. The past due bill is for the period of 3-3-81 to 10-3-81. We would appreciate any assistance you can give in this matter.

Sincerely,

Harlin Cornett
Harlin Cornett - Owner
Cornett Bros. Equipment Company

HC/bb

cc Siuslaw Construction Company
910 E Burnside
Portland, Oregon 97212

RECEIVED
DEC 14 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9704

State

L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-199	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	9-3-81	Project Number IR-84-1(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 10 , 19 80 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,089,618.00	$ 1,150,000.00
Federal funds	$ 960,498.00	$ 1,013,725.00
Other revisions		

This modification is made for the following reasons: To include an increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of September, 1981 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 19, 1981

Federal Aid Project
No. IR-84-1(4)

Sundial-Sandy River Section
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X021
Structures, Br. No's. 6875+6875A (Sta. "WB" 509+02 to Sta. 516+72)
Sandy River Bridge

Total of Previous Estimate of Oct. 7, 1980 $ 577,474.50

Previous Estimate

Moving Temp. Conc. Barrier	4,300	Lin. Ft.	3.00	$ 12,900.00
General Excavation	760	Cu. Yd.	6.00	4,560.00
Cement Treated Base Mixture	1,180	Ton	12.00	14,160.00
Portland Cement in CTB	65	Ton	100.00	6,500.00
Class "B" Asphalt Concrete	950	Ton	28.50	27,075.00
				$ 65,195.00

Revised Estimate

Moving Temp. Conc. Barrier	6,500	Lin. Ft.	3.00	$ 19,500.00
General Excavation	916	Cu. Yd.	6.00	5,496.00
Cement Treated Base Mixture	1,440	Ton	12.00	17,280.00
Portland Cement in CTB	78	Ton	100.00	7,800.00
Class "B" Asphalt Concrete	1,124	Ton	28.50	32,034.00
				$ 82,110.00
			INCREASE	$ 16,915.00
				$ 594,389.50

Type Code X121
Structures, Bridge No. 7046+7046A (Sta. "WB" Sta. 496+57.36)
O'Xing Troutdale Connection

Total of Previous Estimate of Oct. 7, 1980 $ 253,800.00

Previous Estimate

General Excavation	1,530 Cu. Yd.	6.00	$ 9,180.00
Cement Treated Base Mixture	2,360 Ton	12.00	28,320.00
Portland Cement in CTB	130 Ton	100.00	13,000.00
Class "B" Asphalt Concrete	1,110 Ton	28.50	31,635.00
			$ 82,135.00

Revised Estimate

General Excavation	1,842 Cu. Yd.	6.00	$ 11,052.00
Cement Treated Base Mixture	2,840 Ton	12.00	34,080.00
Portland Cement in CTB	156 Ton	100.00	15,600.00
Class "B" Asphalt Concrete	1,314 Ton	28.50	37,449.00
			$ 98,181.00
		INCREASE	$ 16,046.00
			$ 269,846.00

Type Code X220
Structure, Br. Nos. 8418A + 8418B (Sta. "WB" 471+43 to Sta. 472+50)
O'Xing Marine Drive

Total of Previous Estimate of Oct. 7, 1980 $ 129,830.00

Previous Estimate

General Excavation	1,530 Cu. Yd.	6.00	$ 9,180.00
Cement Treated Base Mixture	2,360 Ton	12.00	28,320.00
Portland Cement in CTB	130 Ton	100.00	13,000.00
Class "B" Asphalt Concrete	640 Ton	28.50	18,240.00
			$ 68,740.00

Revised Estimate

General Excavation	1,842 Cu. Yd.	6.00	$ 11,052.00
Cement Treated Base Mixture	2,840 Ton	12.00	34,080.00
Portland Cement in CTB	156 Ton	100.00	15,600.00
Class "B" Asphalt Concrete	760 Ton	28.50	21,660.00
			$ 82,392.00
		INCREASE	$ 13,652.00
			$ 143,482.00
		SUBTOTAL	$1,007,717.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 650.00
Temporary Pavement Striping	All Required	6,000.00
On-the-job Trainee (1@$800)	All Required	800.00
		$ 7,450.00

SUBTOTAL	$1,015,167.50
Engineering	134,832.50
TOTAL	$1,150,000.00

Length of Structures (3)-------------- 0.245 mi.

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding & Mulching	All Required	$ 500.00
Patch or Repair Structures	All Required	10,000.00

Federal Funds (88.15%)----------------	$1,013,725.00
State Funds --------------------------	136,275.00
TOTAL COST	$1,150,000.00

Group 1 100%
Contract No. 9204
Prefix: 626-1948A
Prefix: 626-1068

1204

OMB No. 04-R2089

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-107	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-10-80	State Oregon County Multnomah Project No. IR-84-1(4)14

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-84, Sandy River, West 0.9 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-28-80	0.245
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,089,618.00	$ 960,498.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 7, 1980

Federal Aid Project
No. IR-84-1(4)14

Sundial-Sandy River Section
Columbia River Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code X021
Structures, Bridge Nos. 6875+6875A (Sta. "WB" 509+02 to Sta. 516+72)
Sandy River Bridge

Mobilization	70	%	All Required	$ 68,600.00
Temporary Protection and Direction of Traffic	50	%	All Required	13,900.00
Temporary Signs	353	Sq. Ft.	10.00	3,530.00
Temporary Barricades	4	Each	100.00	400.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	950	Lin. Ft.	6.00	5,700.00
Temporary Concrete Barriers, Reflectorized Both Sides	275	Lin. Ft.	12.30	3,382.50
Temp. Plastic Safety Markers	40	Each	60.00	2,400.00
Flagmen	100	Hour	20.00	2,000.00
Oversize Advance Construction Signs	1	Each	6,500.00	6,500.00
Sequential Arrow Signs	2	Each	3,000.00	6,000.00
Temporary Illumination	33 1/3	%	All Required	1,000.00
Moving Temp. Conc. Barrier	4,300	Lin. Ft.	3.00	12,900.00
Removal of Structures and Obstructions	70	%	All Required	2,800.00
General Excavation	760	Cu. Yd.	6.00	4,560.00
Detour Removal Excavation	1,220	Cu. Yd.	7.00	8,540.00
Watering	15	M-Gal.	15.00	225.00
Aggregate Shoulders	1,100	Ton	10.00	11,000.00
Cement Treated Base Mixture	1,180	Ton	12.00	14,160.00
Portland Cement in CTB Mixture	65	Ton	100.00	6,500.00
Asphalt in Seal	2	Ton	400.00	800.00
Class "B" Asphalt Concrete	950	Ton	28.50	27,075.00
Guard Rail, Type 2A	588	Lin. Ft.	11.50	6,762.00
Guard Rail, Type 3	50	Lin. Ft.	35.00	1,750.00
Bridge Removal Work			All Required	22,000.00
Structural Concrete, Class 3300	270	Cu. Yd.	All Required	125,200.00
Expansion Joints, Type 2			All Required	12,500.00

Reinforcement	38,700 lbs.	All Required	19,000.00
Class 1 Preparation, Bridge No. 6875	2,570 Sq. Yd.	10.00	25,700.00
Class 1 Preparation, Bridge No. 6875A	2,570 Sq. Yd.	10.00	25,700.00
Class 2 Preparation, Bridge No. 6875	130 Sq. Yd.	110.00	14,300.00
Class 2 Preparation, Bridge No. 6875A	250 Sq. Yd.	110.00	27,500.00
Class 3 Preparation, Bridge No. 6875	50 Sq. Yd.	0.00	0.00
Class 3 Preparation, Bridge No. 6875A	75 Sq. Yd.	0.00	0.00
Concrete Resurfacing	5,140 Sq. Yd.	18.50	95,090.00
			$ 577,474.50

Type Code X121
Structures, Bridge No. 7046 + 7046A (Sta. "WB" Sta. 496+57.36)
O'Xing Troutdale Connection

Mobilization	20 %	All Required	$ 19,600.00
Temporary Protection and Direction of Traffic	25 %	All Required	6,950.00
Temporary Signs	264 Sq. Ft.	10.00	2,640.00
Temporary Barricades	2 Each	100.00	200.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	475 Lin. Ft.	6.00	2,850.00
Temporary Concrete Barriers Reflectorized Both Sides	4,300 Lin. Ft.	12.30	52,890.00
Temp. Plastic Safety Markers	35 Each	60.00	2,100.00
Flagmen	200 Hour	20.00	4,000.00
Sequential Arrow Signs	1 Each	3,000.00	3,000.00
Temporary Illumination	33 1/3 %	All Required	1,000.00
Removal of Structures and Obstructions	15 %	All Required	600.00
General Excavation	1,530 Cu. Yd.	6.00	9,180.00
Detour Removal Excavation	1,220 Cu. Yd.	7.00	8,540.00
Watering	30 M-Gal.	15.00	450.00
Aggregate Shoulders	1,100 Ton	10.00	11,000.00
Cement Treated Base Mixture	2,360 Ton	12.00	28,320.00
Portland Cement in CTB Mixture	130 Ton	100.00	13,000.00
Asphalt in Seal	3 Ton	400.00	1,200.00
Class "B" Asphalt Concrete	1,110 Ton	28.50	31,635.00
Class 1 Preparation, Br. #7046	550 Sq. Yd.	25.00	13,750.00
Class 1 Preparation, Br. #7046A	520 Sq. Yd.	30.00	15,600.00
Class 2 Preparation, Br. #7046	25 Sq. Yd.	110.00	2,750.00

Class 2 Preparation, Br. #7046A	25 Sq. Yd.	110.00	2,750.00
Class 3 Preparation, Br. #7046	15 Sq. Yd.	0.00	0.00
Class 3 Preparation, Br. #7046A	15 Sq. Yd.	0.00	0.00
Concrete Resurfacing	1,070 Sq. Yd.	18.50	19,795.00
			$ 253,800.00

Type Code X220
Structures, Bridge Nos. 8418A + 8418B (Sta. "WB" 471+43 to Sta. 472+50)
O'Xing Marine Drive

Mobilization	10	All Required	$ 9,800.00
Temporary Protection and Direction of Traffic	25 %	All Required	6,950.00
Temporary Signs	264 Sq. Ft.	10.00	2,640.00
Temporary Barricades	2 Each	100.00	200.00
Temp. Continuous Rail Traffic Barriers, Reflectorized	475 Lin. Ft.	6.00	2,850.00
Temp. Plastic Safety Markers	35 Each	60.00	2,100.00
Flagmen	200 Hour	20.00	4,000.00
Oversize Advance Construction Signs	1 Each	6,500.00	6,500.00
Sequential Arrow Signs	1 Each	3,000.00	3,000.00
Temporary Illumination	33 1/3 %	All Required	1,000.00
Removal of Structures and Obstructions	15 %	All Required	600.00
General Excavation	1,530 Cu. Yd.	6.00	9,180.00
Watering	30 M-gal.	15.00	450.00
Cement Treated Base Mixture	2,360 Ton	12.00	28,320.00
Portland Cement in CTB Mixture	130 Ton	100.00	13,000.00
Asphalt in Seal	3 Ton	400.00	1,200.00
Class "B" Asphalt Concrete	640 Ton	28.50	18,240.00
Asphalt Membrane	900 Sq. Yd.	22.00	19,800.00
			$ 129,830.00
		SUBTOTAL	$ 961,104.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 650.00
Temporary Pavement Striping	All Required	6,000.00
On the Job Trainee (1 at $800)	All Required	800.00
		$ 7,450.00
	SUBTOTAL	$ 968,554,50
	Engineering	121,063.50
	TOTAL	$1,089,618.00

Length of Structures (3) --------- 0.245 mi.

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding & Mulching	All Required	500.00
Patch or Repair Structures	All Required	10,000.00

Federal Funds (88.15%) -----------	$ 960,498.00
State Funds ----------------------	129,120.00
TOTAL COST	$1,089,618.00

Group 1	100%
Contract No.	9204
Prefix	626-1948A
Prefix	626-1068

1204 1-84

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/27/80
Donald L Rout

Oct. 23, 1980 Bid Letting ______ All Clear Deadline

SECTION Sundial-Sandy River
Highway Columbia River Highway
County Multnomah Region 1
Type of Work Pave, Ill Funds I-4R FAI
State OR Consultant ____ Plans Avail. ___Yes ___No

~~Four~~

~~Noise Const~~

2EXC

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9204

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

CON

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: August 13, 1981

FROM: D. H. Moehring
Asst. State Highway Engineer

SUBJECT: Sundial-Sandy River Section
Columbia River Highway
Multnomah County

The FHWA has agreed to participate in the required overlay of the Frontage Roads connecting the split diamond interchange on this project.

NOTED
E. S. HUNT

Versteeg
Anderson
1 Chri JW
Isa
Sullivan
Jerpin

RECEIVED
AUG 1 1981
ROAD DESIGN

REFERRED TO
Beard Staudenmeyer
Cole Marth
Erikson Hansen
Hager Dorn Leu
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER
Return to files

RECEIVED
TECHNICAL SERVICES
AUG 13 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9204

L

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: August 13, 1981

FROM: EDWARD L. HARDT
Region Engineer

Edward L Hardt

SUBJECT: Horizontal Construction Clearance
for Sandy River Bridges
Sundial-Sandy River Section
Contract 9204

Plans for the subject project indicate that when the westbound Sandy River Bridge is closed for construction traffic will be placed on the eastbound structure with one lane in each direction separated by a concrete median barrier. Since the curb-to-curb dimension is 29'-8" and the median barrier is 2'-2" wide, this leaves a net lane width in each direction of 13'-9". Bob Hamilton called and pointed out that we have a large number of 14'-wide mobile units coming from the east that use this route and that the 13'-11" would obviously not be sufficient for them. He asked us to look at the idea of shifting the median barrier slightly in order to favor the westbound wide loads.

I discussed this with Bud George and he agreed that it would be to the public's benefit to go along with Bob's suggestion since the I-84 freeway is the safest route for the wide loads. Consequently, we have decided to shift the median barrier 6" to the south, which will give a 14'-3" lane width for westbound traffic and a 13'-3" lane width for eastbound traffic. This means that the eastbound 14'-wides will have to be rerouted somewhere else, while permitting the westbound wide loads to stay on the freeway. Resident Engineer Jim McNamee will be in touch with Bob Hamilton to keep him advised as to the timing for this traffic change.

ELH/cp
cc H. S. Coulter
C. T. Keasey
Bob Hamilton
Bud George
Jim McNamee

RECEIVED
STATE HWY ENGR
AUG 17 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

#9204 5-22-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-1(4)14

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00095

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/28/81

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION: Sundial - Sandy River

11. GENERAL DESCRIPTION OF WORK Replace loop detectors

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/28/81 as requested in Mr. Keasey's letter of 5/8/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,800 Federal Funds $1,587.

(Above authorization does not require additional obligation of funds)

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STATE HWY ENGR
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REFER TO Manning
FOR
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[illegible]

14. DATE 5/22/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9204 Form FHWA 121 (1/80)

L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IR-84-1(4)14
Sundial-Sandy River SEction
Proposed Overlay Change

Date: March 10, 1981

From: Acting Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Quinn's submittal of February 25, 1981, covering the Work Plan for the Experimental Feature Project with Modified Fibrous Concrete on the Sundial-Sandy River Section of the Columbia River Interstate Highway (IR-84-1(4)14). We find the Fibrous Latex concrete deck overlay change generally acceptable subject to the comments in our letter of January 29. We are particularly concerned with the plastic mix discharge time of 45 minutes and 1½ hour. Our field observations indicate that the mix would not be placeable for this long a period. Also, we note the specification eliminates the wet burlap treatment which we feel is necessary.

The Work Plan is acceptable, but we feel the project should be studied for one more year (2 years total). Please proceed with the Price Agreement.

For E. J. Valach

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MAR 12 '81
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#7204
Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IR-84-1(4)14
Sundial-Sandy River Section
Proposed Overlay Change

Date: January 29, 1981

From: Acting Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's January 20, 1981, letter and Mr. Workman's submittal requesting the use of 1½" thick wire-reinforced latex concrete overlay instead of the 2½" unreinforced latex or LWDC overlay. We feel it is acceptable to proceed with the work under a price agreement provided you request approval under FHPM 6-4-2-4 experimental features. The unique feature of adding wire strand to the latex concrete is very innovative and we agree that it might be the solution to the apparent concrete overlay cracking problem that has been observed in Oregon. The proposal could have national significance and it is felt that a well thought out Work Plan should be prepared outlining materials, procedures, costs, and post construction inspections and other significant facts.

From our observations, the overlay work on the Morrison Bridge looked promising but lacked batching and delivery control. Please note in the proposed specifications under "Mixing, Placing and Finishing Equipment" discharge could be as much as 45 minutes after the ready-mix truck reached the site or 1½ hours from the start of batching. Our experience with latex concrete would dispute this long period for obtaining an acceptable job. We also feel it desirable to try a section either in the shoulder or acceleration lane on the overcrossing structure of the project prior to working on the main freeway lanes. Some requirement for repair or removal of torn surfaces (during finishing) should also be considered. Please note the proposed W/C ratio is about 0.29 and some literature recommends a higher value. Also higher fiber contents have been suggested.

We recommend "State-of-the-Art Report ACI Committee 544, Fiber Reinforced Concrete (November 1971)" as background information.

We would appreciate three copies of the OBEC report on the Morrison Bridge steel fiber overlay with your Work Plan submittal.

E. J. Valach

cc:
OSHD (W J Hart, Br)
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR
[illegible]

9304

October 7, 1980

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

Gentlemen:

Your two letters dated September 25, 1980 protested the award of the Sundial-Sandy River grading, paving and deck repair project to Siuslaw Construction Company. Bids were received for this project on September 25, 1980.

We have carefully reviewed the Standard Specifications and specifically those sections mentioned in your letters, along with the proposal submitted by the low bidder, Siuslaw Construction Company.

On advise of our legal counsel, we have concluded there are no grounds to reject the low bid as irregular or unresponsive.

Sincerely,

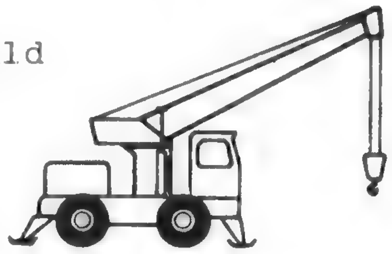
D. H. Moehring
Assistant State Highway Engineer

DES:bke/FSH:ja pf

cc: H. S. Coulter
E. S. Hunter
R. Gormsen
Jack Sollis

wh S M DmH.

ROSS BROS. CONSTRUCTION, INC.



GENERAL CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

September 25, 1980

Oregon Department of Transportation
Engineering Division
Transportation Building
Salem, Oregon 97310

Gentlemen:

By form of this letter we wish to protest the awarding of a contract for Grading, Paving & Deck Repair at Sundial-Sandy River Section, Columbia Highway, Multnomah County.

At the bid opening of this date the apparent low bidder for the project was Siuslaw Construction Co. However inasmuch as their entry for Bid Items Nos. 36, 37, 38 and 39 were irresponsible we feel that this renders their total bid unresponsive.

Based on these facts we believe this contract should be awarded to no other bidder than Ross Bros. Construction, Inc.

Very truly yours,

ROSS BROS CONSTRUCTION, INC.

R K Ross

R. K. Ross, President

RKR:lmb
cc: Daniel J. Seifer

ROSS BROS. CONSTRUCTION, INC.

RECEIVED
STATE HWY ENGR

SEP 29 '80

REFER TO
Harlan

FOR

Info	Inves	S/O	D/R	Sign	Act	File

advise Murphy

September 25, 1980

Oregon Department of Transportation
Engineering Division
Transportation Building
Salem, Oregon 97310

RE: Bid on September 25, 1980 for Sundial-Sandy River Section.

Gentlemen:

We wish to file a followup to our original letter of protest on the apparent low bid for this project. We feel that the competitive unit price bid system is the only fair and equitable method of determining who should be awarded a project. As you point out in the "Standard Specifications", Section 102.04;

> "The quantities appear in the bid schedule are approximate only and are prepared for the comparision of bids."

When a bidder obviously imbalances his bid, he could appear to be low. But when the project is complete; with overruns and underruns, the cost to the state could be more than with a bid which was no unbalanced.

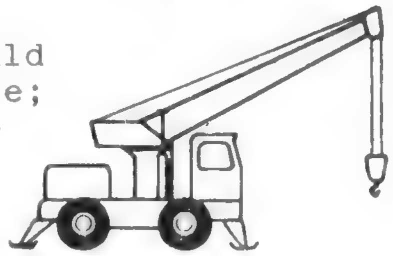
In the "Standard Specifications", Section 102.07, it states;

> "The filling in of the blank spaces shall be done in accordance with the apparent intent."

The "intent" of having a unit quantity and a corresponding unit price is not satisfied with a bid of zero ($0.00). Section 102.07 goes on to say:

> "The bidder shall specify a unit price in words or figures, or both if indicated,...".

A bid of zero ($0.00) does not represent a value and therefore, is nonresponsive. Any and all work has a cost associated with it and the bidder did not comply with the "intent" nor with instruction to specify a unit price.



GENERAL CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

We are requesting that the bid of Siuslaw Construction Company be rejected as provided for under the "Standard Specifications", Section 102.11, Article (c),

> "If the proposal is incomplete or contains any unauthorized alterations."

The bid was "incomplete" since it did not included unit prices for work as requested for 4 of the bid items.

You are charged with the authority and the responsibility to maintain the integrity of the competitve unit price bid system. If you allow this flagrant abuse of the system to occur by awarding the project to Siuslaw Construction Company you can expect other bidders to bid similarily in the future. This can only lead to chaos in competitive bidding in our state.

Sincerely,

ROSS BROS. CONSTRUCTION, INC.

R K Ross

R.K. Ross, President

RKR:ms
cc: AGC
    Attorney General
    Daniel Seifer

1284

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I 84-1(4)14

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Multnomah

ITEM NO. 00095

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '80
REFER TO
FOR
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9-16

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
4-29-80	9-11-80	Interstate 84 Primary 2

GENERAL LOCATION:

Sundial - Sandy River Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-8-80, I approve the revised construction costs to a TEC of $1,434,082; Federal Funds $1,264,143.

(Increase TEC $84,082; FF $74,143)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-11-80		for the Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-885

7301

9-25-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. R-84-1(4)14

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. 00095

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 11 '80
REFER TO
FOR

9-11
Orig [illegible]

DATE PS&E APPROVED: 4/29/80

DATE AUTHORIZATION EFFECTIVE: 8/28/80

FEDERAL ROUTE NUMBER: Interstate 84

STATE ROUTE NUMBER: Primary 2

GENERAL LOCATION:

Sundial - Sandy River Section

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping
S.F. $650
On the job training $800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 8/28/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,350,000 Federal funds $1,190,000.

A signed copy of the Title Sheet is returned herewith.

DATE: 8/28/80

SIGNATURE OF APPROVING OFFICIAL: G K Hessner

TITLE: for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-855

9204

Form FHWA 121 (8/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-84-1(-)
Sundial Rd - Sandy R Section
Columbia River Highway

Date: February 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer

For the reasons given in Mr. Wallace's February 6, 1980 letter we concur that it would be in the public interest for the handrails on Bridges No. 6875 and 6875A to become the property of the State without a transfer of funds for salvage value.

G.K. [illegible]
for G. L. Green

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0204

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
Brs. 6875 and

February 6, 1980

TO Mr. Glen L. Green
Division Administrator
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

L. L. Wallace
Asst. Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 7 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT Sandy River Bridges
Sundial Rd.-Sandy R. Section
Columbia River Highway
Bridges 6875 and 6875A

Plans for the subject project call for removal and replacement of the substandard existing handrail of these two bridges.

The existing rail panels are to be salvaged by the contractor and become the property of the state. This rail consists of "picket fence" type rail panels between concrete posts.

It is felt that these are of no value to anyone but state maintenance forces, except as scrap metal. The scrap value will be offset by the cost to the state to clean and store the panels.

Your concurrence is requested that the rail elements become the property of the state without any transfer of funds for salvage.

cc E. S. Hunter
D. H. Moehring
E. L. Hardt

Form 734-3122

9207

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE [illegible]EGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-84-1(-)14
Sundial-Sandy River Section
Bridges 8418A, 8418B, 7046, 7046A, 6875
and 6875A

Date: January 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer

Based on the information contained in Mr. Hart's December 14, 1979 letter the proposed restoration work on the decks of the subject bridges is eligible for FAI funding and the preliminary plans attached to the request are approved.

G. L. Green

cc:
OSHD (J Hart)

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STATE HWY ENGR
JAN 15 '80
REFER TO
FOR
Info Inves R.D S Act File

9 GENERAL FILES P

9204

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

RECEIVED
TECHNICAL SERVICES
DEC 18'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

December 14, 1979

NOTED
E. S. HUNTER

Mr. Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Sundial-Sandy River Section
I-80N
Multnomah County
Bridges 8418A, 8418B, 7046, 7046A,
6875 and 6875A

Enclosed are two prints each of Drawings 34988 and 34989 which are the preliminary plan and details for bridges 6875 and 6875A of this overlay project.

For bridges 8418A and 8418B, which are in good condition, it is proposed to remove the existing 2 1/2" asphalt concrete wearing surfaces and replace them with waterproof membranes (either a polyester fiber asphalt concrete course or an asphalt-rubber chip seal) and new asphalt concrete wearing surfaces for total overlay thicknesses of 2".

For bridges 7046 and 7046A, which are also in good condition but have thin decks (6 1/2" and 6" respectively), it is proposed to remove the existing 2 1/2" asphalt concrete wearing surfaces and replace them with 2" bonded structural overlays.

Bridges 6875 and 6875A have deteriorating decks but could be maintained with the application of 2" bonded structural overlays. In addition to the proposed structural overlays it is proposed to construct new traffic railing on each structure. The existing rail systems (walkway and rail on bridge 6875, and safety curb and rail on bridge 6875A) do not meet current AASHTO design requirements. Additionally, the eastbound structure (bridge 6875) rail is showing some distress from frequent collisions.

The proposed method of traffic handling for bridges 7046 and 7046A is to provide crossovers to give temporary two-way traffic on one structure while overlay work is performed on the other structure. Similar traffic handling is proposed for bridges 6875 and 6875A for the overlaying construction and one lane traffic is proposed for the traffic rail construction (one-half of one structure at a time).

The preliminary estimate of cost for the work on the structures is $832,000 including an allowance for engineering and contingencies. The cost estimate is based on a quantity estimate.

We request your approval of our preliminary plans and your concurrence that the project is eligible for FAI funding.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc ~~E. S. Hunter~~
E. L. Hardt /w/ 1 encl.
R. N. Bothman /w/ 1 encl.

7264

1-80N

Road Design Section 378-6558

August 2, 1979

Leonard L. Wallace
Bridge Design Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Sundial Rd.-Sandy River
Columbia River Highway
Multnomah County
Prefix: 626-1948

1 Versteeg ✓
Anderson
Christensen
Olson
2 Sullivan JWS
Terpin
Trout
Wekerlig

Bill - file copy O.B.

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AUG 0 2 1979
ROAD DESIGN SECTION

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Action

We are preparing contract plans for an overlay and safety project from Sta. 472+50 (M.P. 16.90) to Sta. 509+70 (M.P. 17.68). The tentative pavement overlay thickness is 6-inches on both the eastbound and westbound lanes.

There are three pairs of structures within the project limits. We do not have any information on the thickness of A.C. that may be on the structure decks.

The structures affected are:

M.P.	Bridge No.	Length
16.90	8418A	100-feet
	8418B	100-feet
17.37	7046	106-feet
	7046A	116-feet
17.68	6875	772-feet
	6875A	772-feet

Please review the structures and furnish us with your recommendation for handling the overlay at the structures and any other work to be included in this project. Please give this request your early attention.

There has been some previous discussion regarding bridge deck treatment. One copy of a note covering this is attached.

FE:ab
cc: Fred Eriksen

Sundial - Sandy River
Columbia R. Hwy
Multnomah County

Ted Thompson and I discussed the bridges on this section. He would check on what AC depth was possible.

Called me back and said we needed to remove the existing AC on the deck of Troutdale Bridge and install a seal (1/2"-3/4") and asphalt overlay (1 1/4"-1 1/2") for a total of 2".

No overlay or seal on the Sandy River Bridge.

Leave extg pvmt on deck on Marine Dr. (Sundial) Bridge and taper pvmt down.

Confirmed with Ken Archibald the thickness of the seal. 1/2"-3/4" OK.

Miller

7204 80N

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. O. Christensen ATTN: L. K. Watson
Final Design Engineer

DATE: February 9, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Sundial Road-Sandy River
M.P. 16.5 to M.P. 17.6
Columbia River Highway
Multnomah County

In response to your request of January 24, 1979, we have reviewed the traffic accident history of the subject section of highway.

In the 3½ year period ending June 30, 1978, there were 4 reported traffic accidents. The 1977 accident rate was 0.45 accidents per one million vehicle miles and the 1977 comparable state rate for this type of highway is 1.00 accidents per one million vehicle miles.

L E George
L. E. George
Traffic Engineer

WKL:cs

Attachment

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen ✓ Watson LKW
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
✓ Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Anderson

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FEB 12 1979
ENGINEERING SECTION

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OREGON STATE HIGHWAY DIVISION

Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION
City Troutdale
Street
Hwy. No. 2 Rte. No. I-80N
From MP 16.5
To 17.6
Period Covered: 1-1-75 to 6-30-78

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
																			Acc. Rate
1975					1								1		1			1	[illegible]
1976	1												1			1			0.23
1977				1	1								2		1	1		1	0.45
1st half 1978													0						0
Total	1			1	2								4		2	2		2	

9204

FORM E-30 (12-67)

I 5/ 1.80

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 7, 1971
Salem, Oregon

SUBJECT: Assignment of Location Survey
Sundial Sandy River
Columbia River Hwy. &
Capital Hwy.-N. Tigard Int.
Pacific Highway

To: MEMORANDUM TO THE FILES

Field location survey activity on 122nd Ave.-Sundial is assigned to the Metropolitan Section. Since the Sundial to Sandy River Unit is directly involved with 122nd-Sundial this Unit will be done with Metro survey personnel.

The truck lane on Pacific Hwy. between Capitol Hwy. and N. Tigard will be done by Region since this is directly involved with Region's activities on North Tigard to South Tigard survey unit.

Frank L. Hall
Design Engineer
By:

George C. Wills

George C. Wills
Chief Location Engineer

GCW:jf

cc: L. W. Rulien
Bob Schroeder

1 – H

RECEIVED

2– CARSTENSEN

1980 West Portland Park & Ride 9205
Sec. of Pac. Hwy. in Portland
(illumination)

7205

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3-1-82	REPORT MADE BY John Cater, FHWA Trainee		PROJECT NO. I-5-6(96)296
COMPLETION DATE 5-26-81	ACCEPTANCE DATE BY CONTRACT AGENCY 12-1-81	TIME ELAPSED 150 %	CONTRACT TIME 150 days
APPROVED EXTENSIONS 75 days	LOCATION SW. Portland @ I-5, Barbur Blvd., Capitol Highway Intersection		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. PORTLAND PARK & RIDE
Illumination

This project provided for illumination of the pedestrian structure over I-5. The final cost of the project, including engineering and contingencies, was $21,771.67, representing a 7.4% overrun.

Acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAR 12 '82
REFER TO
[illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

3-12

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 3/11/82	TITLE Field Operations Engineer	DATE 3/11/82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9205

2.

December 4, 1981

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#9205

Gentlemen:

On December 2, 1981, we wrote to you concerning release of final payment on Contract No. 9205 awarded to Mill Plain Electric, Inc. for illumination on the West Portland Park & Ride Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $1,095.17 and the total contract amount is $17,913.40. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

Atkinson, Millar & Ingalls
210 W. 13th Street
Vancouver, WA 98666

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9205

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981 Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9305

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: West Portland Park and Ride	WEEK ENDING: October 31, 1981
		SECTION PREFIX: 626-1062
	HIGHWAY: Pacific, I-5	COUNTY: Multnomah
NAME OF JOB: West Portland Park & Ride Section	KIND OF WORK: Illumination	
CONTRACTOR: Mill Plain Electric, Inc.	CONTRACT NUMBER: 9205	FEDERAL AID PROJECT NUMBER: I-5-6(96)296
DATE OF CONTRACT: October 2, 1980	DATE WORK STARTED: February 3, 1981	ESTIMATED COMPLETION DATE: [redacted] n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 225
PROJECT AUTHORIZATION: $ 20,270.39	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: w/75 Calendar Day Extension of 7/31/81=100%
EXCLUSIVE OF ENGINEERING: $ 18,500.05	ENGINEERING AUTHORIZATION: $ 1,770.34	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 17,913.40	ENGINEERING COST TO DATE: $ 3,296.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 105%
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 186 %	DATE PROJECT WAS COMPLETED: May 26, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar ~~XXX~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Project complete. No personnel on	0		
MONDAY	jobsite, No weather being	0		
TUESDAY	recorded.	0		Project completed May 26, 1981.
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

ASHE K — RECEIVED — OM
CA — CA
FCE — NOV 02 1981 — LE
OCE — FC
SCS — CONSTRUCTION
LEO — BRANCH — CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10-25-81 SUNDAY	Mill Plain Electric, Inc. has completed all work required on this job. No work this week.
26 MONDAY	No work. [redacted]
27 TUESDAY	No work.
28 WEDNESDAY	No work.
29 THURSDAY	No work.
30 FRIDAY	No work.
10-31-81 SATURDAY	No work.

REMARKS

STATUS: Mill Plain Electric, Inc. has completed all work required on this project. No work this week. Third Notification was effective 8-13-81.

A letter was received from Tri-Met's Mr. Dennis L. Robertson, Manager of Engineering Services, "accepting" project work. This has been submitted through Region I. "As Const'd." plans were distributed to Region I and District Engineers late this week.

Materials Section-Salem has raised a question about Stainless Steel Hinge in Pole No. 3 and this is being checked out with supplier. This should be settled next week.

Unless directed otherwise, this will be the last Field Engineer's Weekly Report to be submitted for this project.

SIGNED Erle L Calhoun LOCATION 9250 N. E. Skidmore,
Portland, Oregon

for: Arvey D. Nelson, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

920

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

July 31, 1981

CON 5 #9205

Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

NOTED
H.S. COULTER

Re: Time Extension Request
West Portland Park and Ride
(Illumination)
FAP No. I-5-6(96)296
Contract No. 9205

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. Our review indicates that some delay in shop drawing approval for poles resulted from certain omissions in the contract plans. Accordingly, a time extension of 75 calendar days is granted.

This will eliminate all liquidated damages on this contract.

Sincerely,

C T Keasey
C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
W. J. Hart "
Ed Hardt "
Arvey Nelson "
FHWA "
Bob Church

RECEIVED
STATE HWY DIV
JUL 21 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: July 21, 1981

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: WEST PORTLAND PARK & RIDE
(ILLUMINATION)
Contract No. 9205
Time Extension Request

Attached is the contractor's request for time extension, with several letters from his suppliers supporting the fact that there was considerable trouble and delay getting the luminaires and the poles. Also attached is Arvey Nelson's letter, which confirms the trouble and delays, and also points out that a conflict in the plans and specifications exists. Arvey's letter adequately describes the conflicts, from which he concludes a 30 day time extension is justified. Arvey's approach and recommendation seems reasonable to me and I recommend the 30 days be granted.

MC/gw
Attachment
cc Arvey Nelson

7-30-81

CTK -

I cannot agree with the Region and Resident's recommendation. The contract was awarded October 2, 1980. Pole and arm shop drawings had to be submitted several times due to errors and omissions in the contract plans and specifications. These errors and omissions were resolved by the Resident Engineer on December 17, 1980 (see Nelson's letter). This translates to a 76 calendar day delay resulting from deficiencies in the contract documents.

The contract overran the specified completion by 75 calendar days. I therefore recommend a time extension of 75 calendar days and the elimination of all liquidated damages. I discussed this with Marion Craft and he concurs with this analysis and recommendation.

omg

RECEIVED
JUL 22 1981
CONSTRUCTION BRANCH

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
July 16, 1981

RE RME RCE DE
RECEIVED RSM
UE 220 JUL 17 1981 RSC
SO REGION I RBI
TO

FILE: CON 5
9205

Arvey Nelson

FROM: Arvey D. Nelson
Resident Engineer

TO: Marion Craft
Region I Construction Engineer

SUBJECT: Request for Time Estension
W. Portland Park & Ride (Illumination
Pacific Highway, I-5
Contract 9205, Prefix 626-1062

Submitted for your consideration is a 75-day Time Extension Request received from Mill Plain Electric, Inc. asking the specified 150 Calendar Days allowed for completion of the subject contract be increased to 225 Calendar Days.

The subject contract work was completed May 26, 1981. This completion date exceeded the contract specified Calendar Day time and caused 75 days of Liquidated Damages to be assessed to the contract.

The contractor, with his time extension request, cites a late material delivery as the basis for the time overrun and extension request.

Work by this illumination contract consisted of the installation of four pole mounted luminaire units for the illumination of the Park & Ride I-5 Freeway pedestrian overcrossing structure and ramps. Two luminaire units were mounted on two new poles furnished by this contract. The other two luminaire units, with 6-Ft. arms furnished by this contract, were mounted on two existing poles. Contract work also included removing the existing low level pedestrian illumination which had been subject to repeated vandalism and was no longer functioning.

The following is a chronological summary of contract activities:

9/25/80	Bids received.
10/ 2/80	Contract awarded. Contract amount is $17,703.40, total authorization is $20,270.39.
10/ 6/80	Contractor submits purchase order to Gray Bar Electric for 2 poles, 2 arms, and 4 luminaire units. Total material purchase cost is $5,778.00.
10/14/80	Begin Calendar Day count. 150 Days specified for contract completion.
10/27/80	Preconstruction meeting.
2/3-4/81	First contract field work. Three men excavate & pour 2 pole bases.
3/3-4/81	Three men place conduit & pull wires. Remove old step light pedestrian illumination. Contract work complete this day except for the delivery and erection of poles and luminaires.
3/12/81	Contract time expires. Begin Liquidated Damages.
5/13/81	Four luminaire units arrive in Portland.
5/21/81	(Thursday, P.M.) Luminaire poles and arms arrive and are unloaded at jobsite.
5/26/81	(Tuesday, day after Memorial Day) Two men erect poles, mount fixtures, and complete wiring. Lights turned on and work complete. Last day of Liquidated Damages.

The contractor's time extension request solicits additional time due to a delayed delivery of luminaires and poles. While an equipment shortage is specifically ruled out for time extension consideration in the Standard Specifications, I will include comment on the materials delivery delays experienced by this contract.

The contractor's purchase order for poles and luminaire units was placed through an electrical distributor, Grey Bar Electric, very promptly, four days, after the contract was awarded. Grey Bar proceeded to purchase four General Electric luminaire units through a local G.E. Supply company. The luminaire modification and manufacture to meet State specifications was accomplished at the General Electric factory in Henderson, North Carolina. Shop Drawing submittals also originated from the same G.E. North Carolina office.

The furnishing of two luminaire poles (one hinged, one standard) and two special arms to attach luminaire units to the existing poles was through Valmont Industries. The poles were ordered through the local Valmont pole representative, the George M. Roth Company. Again, as with the luminaire units, the pole and arm modification and manufacture for compliance to state specifications was accomplished at Valmont Company Headquarters, Valley, Nebraska. And again, shop drawing submittals originated from the Valley, Nebraska office.

As stated by the contractor, the luminaire unit shop drawings were submitted three times before being approved. The first two submittals were returned for corrections due simply to the supplier not understanding what was specified in the contract Special Provisions. (One return was due to a submittal proposing a 250 Watt luminaire and ballast to operate a 250 Watt lamp, whereas the Special Provisions called for a 400 Watt Luminaire with a 250 Watt ballast to operate a 250 Watt lamp. The other return was due to photometric data not being included with the luminaire submittal.)

The third luminaire submittal was returned, approved, to the contractor on January 16, 1981, two months prior to the expiration of contract time. I understand this two-month lead time would normally have been sufficient time for delivery had the supplier not experienced a difficulty with the manufacture of the fixture housing. The housing problem is noted in the contractor's time extension request.

With the pole and arm submittals, the first shop drawings were received on November 10, 1980. On November 19, submittals were returned to the contractor for correction with several items needing correction noted.

On December 9, 1980, still not having approved shop drawings for either the poles or luminaire units, I met with the contractor and representatives of Grey Bar Electric, the local G.E. Supply Co., and the George M. Roth Company to discuss approved shop drawings. The items I thought we should emphasize were: First, the specified contract time and, Secondly, the co-ordination that was required by all parties to produce a compatible and functioning illumination unit. Areas of question that I was aware of were with the two

G.E. luminaire units to be mounted on the two new poles furnished by Valmont, G.E. furnished a 10-inch rectangular spacer block between the pole and the fixture. The bolt size and the bolt pattern of the G. E. spacer should be available so this dimension could be detailed on the Valmont shop drawings. Also, with the two six-foot rectangular arms to be furnished by Valmont, the type of attachment required at the end of the arm to enable mounting the G. E. fixture should be known so this detail could be shown on the Valmont drawings. I further advised the existing poles to which the Valmont arms were to attach were square poles with a pole top dimension of 3½ inches square. It was therefore evident that the pole arm attachment as shown on the plan drawing No. 31117 was not appropriate. The round arm and pole, as shown on this standard drawing, was also not appropriate as the Special Provisions noted square poles and arms to be furnished.

On December 17, 1980, I spent an hour on the telephone with Mr. Bernie Wilson of Valmont Industries, Valley, Nebraska. During this conversation, we discussed and resolved the numerous items in question regarding the poles and arms which were not detailed or addressed with the contract plans or special provisions.

On January 12, 1981, we received revised Valmont pole and arm drawings for approval. The transmittal letter accompanying the shop drawings suggested a prompt approval as a 10-week lead time was required to produce this order. These shop drawings were personally chauffeured to and from Salem and on January 16, 1981, approved drawings were hand delivered to the George M. Roth Company.

With a 10-week pole production requirement stated by Valmont following the receipt of approved pole shop drawings it was apparent, with the January 16 approval, that the specified contract time would expire 2 to 3 weeks prior to the pole and arm delivery.

Unexpected problems were encountered with the fabrication and the galvanizing of the hinged pole which extended the pole delivery from 10 to 17 weeks. The problems Valmont experienced with the hinged pole are noted in the contractor's time extension request.

In summation of the delayed material deliveries experienced this contract, I feel the problems the luminaire supplier experienced in getting luminaire submittals approved were of his own doing in that he did not carefully read what was specified in the contract Special Provisions. The luminaire requirements are clearly set forth in the contract Special Provisions, yet the luminaire brochure submittals were not as specified. The added problem G. E. encountered with the fixture manufacture is neither detailed or documented to merit an extension consideration. I therefore can not justify a time extension due to the late delivery of the pedestrian luminaire units.

I believe, however, there is justification for recommending additional time for the late pole delivery. In review of both the plans and the Special Provisions, I find the pole and the arm requirements to be both vague and contradictory.

The Special Provisions seem inconsistent in that under the Materials Section, sub-section C, only the one required hinged pole is mentioned and erroneously the implication is made that more than the one hinged pole of square design would be required. The Special Provisions are silent pertaining to requirements and details for the one standard luminaire support pole required. Subsection C-1, states the contractor shall submit shop drawings for the two 6-ft. support arms required. A half page later and under sub-section F-luminaires; it is stated the luminaire and arms shall have a rectangular design.

Standard Drawing No. 31117 is the only drawing included with the plan drawings to provide detail for the poles and arms. We note only round poles and arms are detailed with this drawing. Also, the arm to pole and the arm to fixture attachments shown on Drawing No. 31117 are again not applicable in any detail to the required arm design to be furnished.

I believe the state must have had a design concept in mind for the work contracted by this contract. I feel plan drawings detailing an acceptable basic design for the Standard pole and the hinged pole to be furnished, plus a detail of an acceptable rectangular luminaire arm design would have been most helpful to the contractor and the pole manufacturer in understanding what the State really wanted. I feel that the Standard Luminaire drawing, No. 31117, only added confusion to the pole issue and certainly should have not been included with the contract plans.

A two-month time lapse was experienced from the return for correction of the first pole submittals on November 19, 1980, to the return of the approved second pole submittal on January 16, 1981. I definitely believe the fact that the contract plans and Special Provisions did not adequately detail the poles and the arms to be furnished this contract did substantially contribute to the delay in resubmitting shop drawings.

I therefore, in compromise, recommend a 30-day time extension be granted this contract as the pole and arm delivery was delayed due to conflicting and unclear pole and arm specifications presented by the contract plans and special provisions.

ADN:cf

Encls.

9-05

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-106	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-10-80	State Oregon STATE COPY County Multnomah Project No. I-5-6(96)296

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Jct. with Capitol Hwy. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-6-80	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 20,270.00	FEDERAL FUNDS $ 18,692.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXXFor: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 6, 1980

Federal Aid Project
No. I-5-6(96)296

West Portland Park and Ride Section
Pacific Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y030
Illumination (Sta. 336+60.32)

Removal of Existing Illumination	All Required	$ 1,834.40
Pole Foundations	All Required	3,877.00
Roadway Lighting Poles & Bracket Arms	All Required	7,398.00
Luminaires and Ballasts	All Required	2,420.00
Conduit, Wiring, Lamps, etc.	All Required	2,174.00
	SUBTOTAL	$17,703.40
	Engineering	2,566.60
	TOTAL	$20,270.00

Length of Raodway ------------- 0.0 mile

Federal Funds -----------------	$18,692.00
State Funds -------------------	1,578.00
TOTAL	$20,270.00

Group 1	100%
Contract No.	9205
Prefix	626-1914
Prefix	626-1062

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL [illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-6(96)296

STA[illegible] PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
00028

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO
[illegible]
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-6-80	9-9-80	Interstate 5
		STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
West Portland Park and Ride

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (*Specify*)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-5-80 I concur that it is in the public interest to readvertise the subject project for a two week period. Also, as requested, I approve the revised TEC to $29,163.15 - Federal Funds $26,894.

(Increase TEC $9,413 - FF $8,681)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-9-80	G K Hossner	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

1205

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-6(96)296
West Portland Park & Ride, Illumination
Contract Award
(Mr. Swan's letter, 9-3-80, CON 404)

Date: September 4, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPO-OR

To: Mr. H. S. Coulter, State Highway Engineer

We are unable to concur in award of contract for the subject project because of the low number of bidders and the low bid being 40 percent over the engineer's estimate.

We suggest that you prepare a new engineer's estimate and readvertise.

G. L. Green

RECEIVED
STATE HWY ENGR
SEP 5 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

2

1205

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
CON 4-4

September 3, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Contract Award
West Portland Park & Ride
Project No. I-5-6(96)296
Illumination

Tentative concurrence is requested in the award of contract for the subject project, bids for which were received on August 28, 1980.

Hamilton Electric Inc. of Eugene submitted the low bid of $24,173.00 which is $6,923.00 or 40.1% over the Engineer's estimate of $17,250.00. One other bid was received from Hertz Electric Inc. of Albany in the amount of $24,965.00; both are reliable contractors with a good low bid record, Hertz was the low bidder at our August 21 bid opening for the Cornell Road-Murray Blvd. project in competition with three other contractors. In this instance the second low bidder is only 3.2% above the low bidder.

Our records show that the estimate was made in March of this year, without a revision being made. We realize we were remiss in not updating our estimate because we now find that the price of roadway lighting poles alone have increased by 60% since then.

There were two items omitted in the original estimate, one was flagging on the Interstate I-5 while a pole is being installed. And, we now feel the profit structure percentage for a small project such as this needed to be higher.

Our present revised estimate is $1,773 less than the low bid, but when we consider the further inflation cost and expense of readvertising for new bids as well as the delay in the finished work, we believe it is more economical to award the project to the low bidder.

DAR:bke

cc: E.S. Hunter ✓
Hal Versteeg
L.L. Wallace

Exceeding the 7%
guidelines

Anti-inflation Program

Project Report

Project Identification West Portland Park and Ride

(a) No. I-5-6(96)296 State: OREGON

Description of Work (grade, pave, drain, bridge): Illumination

(b) Engineers Estimate (Total cost only): $ 17,250.00

(c) Bid Tabulation (Total cost only):

$	24,173.00	(First low)
$	24,965.00	(Second low)
$		(Third Low)

(d) State's Recommended Action: Award ☒ Reject ☐
State's Justification: Estimate not recently updated. Price of material has increased 60% in recent months.

(e) FHWA Division Action: Concur ☐ Reject ☒
Comments: See Memorandum: Combating Inflation Dated January 17, 1980

* (f) Estimate of Potential Savings ($savings — cost to redesign, etc. and readvertise = estimate of potential savings):

Required Modification to be Made Prior to Readvertisement:

* For those projects that are being reported on after readvertisement, report actual savings or losses compared to the first letting.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICE
SEP 4'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

4300.1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
222 SW Morrison Street
Portland, Oregon 97204

DATE: January 17, 1980

SUBJECT: Combating Inflation in Highway Construction Costs

In reply refer to: HCM-010

FROM: Director
Office of Construction and Maintenance

TO: DIVISION ADMINISTRATORS
Mr. G. A. Hanna, Juneau, Alaska
Mr. P. C. Gregson, Olympia, Washington
Mr. G. L. Green, Salem, Oregon
Mr. R. C. Cowdery, Boise, Idaho

Attached is a December 19, 1979 memorandum to Regional Administrators from Federal Highway Administrator Karl S. Bowers regarding aggressive promotion of strategies to combat inflation in highway construction costs.

As pointed out in Mr. Bowers' memorandum, the last line of defense in combating inflation is the post-bid evaluation of the prices received in open competition.

Several suggestions are made for conducting the post-bid review. These suggestions have application not only in evaluating the merits of award, but if applied correctly are valuable in determining the effectiveness and/or need for inflation fighting measures.

The procedures indicate considerable thought has gone into their development. It is suggested you follow these procedures in the future in evaluation of bids received prior to concurrence in award.

Claude W. Manaton
Claude W. Manaton

Attachment

cc: J. Hall, OFHP w/att.

RECEIVED
JAN 21 1980
OREGON DIV.

☐ DIV ADMIN G
☐ PROG OPER
☑ FIELD OPER
☐ AREA ENG
☐ PROG ASST
☐ RT OF WAY
☐ BRIDGE
☐ PROG DEV
☐ PLANNING
☐ SAF COORD
☐ ENV COORD
☐ R & T
☐ FIN MGR
☐ FIN SPEC
☐ EEO SPEC
☐ AUDITOR
☐
☐

Form FHWA 121 (Rev. 5-73)

HRA-010

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

DATE: DEC 19 1979

In reply refer to: HHO-32

SUBJECT: Combating Inflation in Highway Construction Costs

FROM Federal Highway Administrator

TO : Regional Federal Highway Administrators, Regions 1-10
Regional Engineer, Region 15

The third quarter 1979 highway construction composite price index rose 11.5 percent from the previous quarter. Each of the six individual components which comprise the composite index also increased, led by a 17.7 percent increase in excavation costs. You will all agree that increases such as these severely erode the purchasing power and effectiveness of Federal-aid funds in providing adequate, quality highway transportation improvements. The purpose of this memorandum is to reaffirm our resolve to continue the fight against this rampant inflation and gain control of the runaway cost spiral which we are now experiencing.

The FHWA Notice N 5080.83, dated March 2, 1979, describes actions which should be taken to attempt to control drastic increases in prices such as those noted in the third quarter. It is obvious that FHWA, as an agency, must do more to promote acceptance of the principles of controlling inflation. This emphasis area warrants your utmost attention.

The main thrust of our anti-inflation efforts should be to aggressively promote adoption of strategies such as price adjustments, improvement of contractor cash flow by expediting payments for work completed, limitation of size and duration of contracts, discussions with industry representatives, stimulation of competition, value engineering, alternate designs, use of recycling techniques and waste products, and incentive/disincentive provisions. Each of these strategies, where applicable, deserves attention in the pre-bid review of any construction project. Each is treated in further detail below.

As stated above, FHWA's primary emphasis should be to promote adoption of the anti-inflation strategies to the maximum practical extent during pre-bid reviews and policy discussions with the States and the highway industry. The following points are offered for your use in such efforts.

1. Price Adjustment Clauses - Many offices have reported strong contractor industry opposition to such provisions. On the other hand, some contractor associations have formally recognized the benefits of such provisions from the contractor's perspective. In any case, FHWA

cannot accept contractor opposition, in itself, as sufficient reason for not using price escalation clauses. It is FHWA's position that there is no sound basis for not using price adjustments except when it can be shown that contractors will be able to obtain firm price quotes for materials and supplies as needed for the duration of the project.

2. Discussions with Industry Groups - All FHWA personnel should actively solicit invitations to discuss the FHWA anti-inflation program with various highway industry groups. These forums allow FHWA to promote its anti-inflation efforts while opening lines of communication with industry officials. Current information is available from the Contract Administration and Safety Branch in the Construction and Maintenance Division at 426-4847 for your use in this activity. We would also appreciate being advised of opposite points of view received as feedback from these discussions.

3. Improving Cash Flow of Contractors by Expediting Payments - The FHWA strongly encourages reductions of retainage on completed work items to reduce the amount of short-term financing required by the contractor. The FHWA should also aggressively promote liberalized payments for stockpiled materials and payment eligibility for fabricated materials stockpiled off the project site. Caution should be exercised in developing contract procedures to accomplish these actions to assure that public funds are not disbursed in advance of the contractor's actual payment for these items.

4. Encourage Single Season Contracts - Multiseason contracts should be discouraged to minimize the effects of second and later year inflationary expectations. Where multiyear contracts are necessary, price adjustment provisions for items which have shown an unstable price history are considered essential unless suppliers are willing to furnish price-firm quotes for the duration of the contract.

5. Innovative Bid Letting Strategies - Longer advertising periods and careful scheduling of lettings are suggested in Notice 5080.83. Increased time between the availability of bid documents and the actual opening of bids allows contractors time to evaluate risks and develop and estimate economical construction strategies which increase efficiency and result in lower prices. States should strive to schedule lettings such that they do not conflict with similar lettings in adjacent States to allow the maximum practical interstate competition. We recently received a suggestion that may merit consideration; a State may wish to schedule bid openings throughout the letting day separated by perhaps 30 minutes to 1 hour to allow bidders to revise later bids downward, particularly if a bidder is highly interested in obtaining new work at that letting. We feel this may be worthy of a trial in one or more States.

6. Value Engineering and Alternate Designs - Some of the program's greatest successes have occurred in this area. Alternate designs have shown the potential to produce significant savings, particularly on

large bridges. Value engineering analysis and evaluation of alternate designs should be high priority considerations in the project development stage. The FHWA should continue to encourage these strategies and demonstrate the potential benefits from past successes.

7. Incentive/Disincentives - Contract provisions which provide extra payments for early completion promote efficiency in the contractor's operations, and lead to reduced costs and lower bids. Incentives/disincentives should be actively promoted for projects where the public will derive great benefit from early completion.

The last line of defense in combating inflation is the post-bid evaluation of the prices received in open competition. Each low bid which exceeds the engineers estimate by more than 7 percent must be critically reviewed to determine whether: (1) all applicable anti-inflation measures have been employed to the maximum extent possible; and (2) whether any changes in the work, scheduling, basis of payment, etc., will likely produce lower and better bids upon readvertising.

The post-bid review should be conducted in the following manner:

1. Was competition adequate? The number of bids received should be compared to the number of bid packages requested by prospective bidders. Nonbidders should be informally contacted to attempt to determine the reason why no bid was submitted. This also serves to assess the competitive situation in the industry. In addition, if few proposal packages were issued, contractors who have historically bid on the types of work offered, but showed no interest on this project, should also be contacted to determine why the firm was not interested. Generally, five or more bids received on a project would indicate excellent competition, and would indicate adequate competition without further action. We consider it highly undesirable to concur in award on contracts where high single bids were received, without a compelling reason to award. No comparative basis exists for evaluating the bid, and obviously competition is poor in this situation.

2. Is the project essential? Does this project satisfy a critical need? Will the traveling public be severely inconvenienced by any delay? Will this project correct any critical safety deficiencies? We see very few projects being classified as so critical that any delay would outweigh any savings from readvertisement. Exceptions might be the last stage of construction to allow opening of a large new facility which would otherwise go unused, and emergency repairs of damaged highway facilities, etc.

3. Will readvertising likely result in even higher bids? Inflationary expectations based on past history should not be used to justify award on this basis. Because prices have been increasing at a set percentage in the recent past should not be construed to mean that prices will continue to increase by that same amount in the future.

We consider such logic to be indefensible and unsatisfactory. The only acceptable answer to this question to justify award should be that all possible anti-inflation measures were considered and included, where applicable, and competition cannot be expected to improve in the future to lower prices.

4. Was the engineers estimate unrealistically low? This has been the most prevalent single reason given for awarding contracts on above estimate bids. We do not believe it is sound practice to continue to accept poor estimates as a justification without the State giving assurance to FHWA that more accuracy will be achieved in the future. The State should employ estimating procedures that quickly respond to changes in market conditions, competitive factors, and materials costs. We encourage you to assist the States in evaluation of their estimating processes where poor estimates have been prevalent, and to actively promote and suggest improvements in the processes. Assistance is available from the Office of Highway Operations, Construction and Maintenance Division, in performing these reviews and evaluations on a limited basis.

We have received indications from some field personnel that many of these strategies have been strongly resisted by the States and contractors. We believe that this is a natural human reaction to change but that we must be adamant in pressing for improvements in the highway construction cost situation. We are reminded constantly that nationally Federal-aid highway construction cost increases continue to outpace the Consumer Price Index for the general economy by a significant amount. Since the Federal-aid highway program is so large, it can have a major impact on national inflation. We, therefore, have to continue to press for strong cost control before more drastic action is demanded of us by others. We believe that we can reduce costs, but only through your strong and persistent efforts.

Karl S. Bowers

Karl S. Bowers

9205

1-5

LOCATION PROSPECTUS

OTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

4-2-80

DATE

PREFIX 626-1914

IDENTIFICATION

ROJECT NAME West Portland Park & Ride Illumination Revisions			
IGHWAY NAME Pacific			HIGHWAY NUMBER 1
EGION 1	ADMINISTRATIVE DISTRICT	COUNTY Multnomah	CITY Portland
ENGTH 0	MILEPOST NUMBER 295.3 TO -	☐ RURAL	☒ URBAN

OCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

YPE OF FUNDS ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

ETHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

Replace the existing recessed lighting on the West Portland Park and Ride pedestrian structure by raising the height of the pole mounted luminaires on I-5, adjacent to the structure, to illuminate the pedestrian walkway. This will involve new poles and bases. Illumination shielding should be provided for the adjacent residential area to the south.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) N/A	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

Approved 4-2-80

Location Engineer

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☒	☐	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAY
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	2.0

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

- SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

- TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

- PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	3,600	$5,200
RIGHT OF WAY		
TRAFFIC CONTROL		2,500
ILLUMINATION	25,000	25,000
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	28,600	$32,700

SUBMITTED BY ______________________

9205

P

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 26, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: PS&E Data Submission
Item No. 00028
Project No. I-5-6(96)296
W. Portland Park and Ride

We are forwarding documentation for PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on April 24, 1980 but request PS&E approval and authorization to proceed with actions necessary to advance the physical construction at this time. Right-of-way, Utility, Environmental Certification and other status reports will be submitted at the time we request advertising authorization.

Federal Funds (92.22%)	$18,213
State Funds	1,537
Total Cost	$19,750

DAR:bke
Attachments
cc: E.S. Hunter
W.J. Hart
J.H. Versteeg

RECEIVED
TECHNICAL SERVICES
MAR 27 '80
REFER TO
FOR
Info R/D

1-9205

I-5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/20/80

Donald L. Rowt

Aug 28
~~Apr 29~~, ~~Mar. 27~~, 1980 Bid Letting ____________ All Clear Deadline

SECTION West Portland Park & Ride
Highway Pacific
County Multnomah Region I
Type of Work Illumination Funds FAI
State___ Consultant ____ Plans Avail.___Yes ___No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Categ Excl

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

~~TRA 7-10~~

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO:	MEMO	DATE:	November ~~14~~ 28, 1979
FROM:	H. S. Coulter State Highway Engineer		
SUBJECT:	Finance Approval West Portland Park and Ride Section		

H. S. Coulter

In withdrawing the subject item from the Commission agenda, it is anticipated that the project will be included in the updated Six-Year Plan. Preliminary and design efforts should proceed, looking toward a letting early in 1980.

HSC:ia

cc F. B. Klaboe
C. W. Head
D. H. Moehring
E. S. Hunter
R. L. Schroeder
C. T. Keasey
R. N. Bothman
E. L. Hardt
D. E. Swan
George Bell

Fred — Lighting on Park & Riding etc has been vandalized and could be maintained project will put in a different lighting system. — Had it on an agenda item but pulled it because we can put it into 6 year program during update.

RECEIVED
DOT DIRECTOR
NOV 29 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
NOV 21 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

McHale [illegible] about ?

RECEIVED
DOT DIRECTOR
NOV 14 '79
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

125-1387

9205

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	I-5-6(95)296
STATE PROJECT NO.	See below
PROGRAM NO.	
ITEM NO.	00028
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO.
FOR
Info | Inves | R/D | O/R | Sgn | Act | File

11-27

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	11-26-79
FEDERAL ROUTE NUMBER	Interstate 5
STATE ROUTE NUMBER	Primary 1

GENERAL LOCATION:

West Portland Park and Ride

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA, dated November 13, 1979, you are authorized to proceed with the work as shown above for a TEC of $5,100 with Federal participation limited to $4,700. Also, as requested I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

DATE	11-26-79
SIGNATURE OF APPROVING OFFICIAL	
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-918

9205

PRO 3

DATE: November 7, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: W. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
West Portland Park and Ride Section

Vandalism of recessed lighting on the subject section has created a pedestrian safety and maintenance problem needing an immediate solution.

It is proposed to eliminate the existing recessed lighting fixtures which are at hand-rail height and elevate the I-5 luminaires in the area to provide pedestrian walkway lighting.

The total cost of preliminary engineering is $3,600 and raising poles and luminaires is $25,000 for a total cost of $28,600. It is recommended that interstate funds be used for this safety work with state match of $2,230 and that the project be added to the six year construction program for letting early in 1980.

This item will be on the Consent Calendar for your consideration and approval at the November meeting.

BG:fkc
bc: F. B. Klaboe
C. W. Head
D. H. Moehring
E. S. Hunter
R. L. Schroeder
C. T. Keasey
R. N. Bothman
E. L. Hardt
D. E. Swan
G. Bell.

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 10/31/79

A. IDENTIFICATION:

Proposed Section: West Portland Park & Ride Illumination Revision Region: 1
Highway: Pacific St. Hwy. No. 1 M.P. 295.3 to M.P. ____ Length: 0.0
County(s): Multnomah (Attach Sketch Map)
Recommended Construction Date: 1980 Proposed 6 YP 1980
Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Interstate Funding

FAI ☒ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	N/A									
Proposed Facility:										

D. DEFINE THE PROBLEM: Vandalism of recessed lighting on the West Portland Park & Ride Pedestrian O-Xing of I-5 makes it impossible to maintain the lighting needed for pedestrian safety. Various methods for detering the vandalism have been tried but they were all unsuccessful.

E. PROPOSED SOLUTION: Replace the existing lighting by raising the height of pole-mounted luminaires on I-5 adjacent to the pedestrian structure to provide illumination of the pedestrian walkway. Provide illumination shielding for the adjacent residential area to the south.

F. REASON FOR REQUEST AT THIS TIME: High continuing cost to maintain the existing lighting on the structure.

G. COST ESTIMATE

Roadway Work	$ N/A
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	N/A
Structures	N/A
Other (Define) Illumination Revisions	25,000
Preliminary Engineering (By Whom) ODOT (Bridge Section)	3,600
TOTAL	$ 28,600

H. REQUESTED BY: W. R. Adams 10/31/79
Region Engineer or Section Head

Approval/Disapproval ____
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

1980 "D" Canal (6th St.) Bridge 9206
Sec. of 6th St. in Malin.
(Structure)

C&A 7186

12/4/79
1-22-81

Boardwater - Designer
8(273)

Cliff Page - Bridge Designer
width in question 7/81

Final Permit - [illegible]

[illegible]

9-8-80

John Hagedorn [illegible]
[illegible]

City will close road during construction

They will [illegible] crossing [illegible]

Per John Hagedorn [illegible]

SCA Appd 11-25 (

9206

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** August 20, 1982

CITY Malin **Contract No.** 9206 **Date Completed** March 14, 1981

PROJECT #BROS-1801(1) **Section** "D" Canal (6th St.) Bridge

PRELIMINARY ENGINEERING

Participating Costs:		
Resident Engineer	$ 3,429.70	
Final Design Section	309.64	
Bridge Design	3,030.90	
R/W Descriptions	101.88	
Signing (Traffic Dept.)	47.49	
R/W Liaison	22.21	
Reconn. & Hydrology	210.73	
Project Mgmt.	126.55	
Specifications	924.66	
Admin. SVCS Engineer	32.40	
Environmental	66.97	
Foundation Investigation	2,573.80	
Preliminary Engineering Cost Partic.	$10,876.93	
City Share: (20% of $10,876.93)	=	$ 2,175.39

CONSTRUCTION

Participating Costs:		
Payment to Contractor	$55,221.48	
Resident Engineer	4,389.23	
Project Management	73.80	
Materials Testing Lab	2,864.52	
Technical Services Branch	189.87	
Construction Branch	164.22	
Region Office	371.74	
Other Construction Engineering	84.59	
Participating Const. Costs	$63,359.45	
City Share: (20% of $63,359.45)	=	$12,671.89
Non-Participating Costs:		
Interest on Final Payment	$ 25.54	
Resident Engineer	315.07	
Personal Leave	87.65	
Non-Part. Costs (100% City)		428.26
TOTAL CITY SHARE OF PROJECT COSTS TO BE SCA FUNDED		$15,275.54
Less: Previous SCA Transfer		14,320.00
AMOUNT TO BE TRANSFERRED FROM SCA		$ 955.54

NO COST TO CITY

9206

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                                                                           JUNE 1982          PAGE  480
TOTAL TO DATE JOB COST SUMMARY
                                                                            FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE       TO DATE

                                                                                                     STATE
ESTACADA (NE PIERCE ST)          CONT NO       FA PROJ NOS                      12,500.00        12,500.00
                                   303   1721      900     00                ** 12,500.00  **    12,500.00  **
                                                ** JOB TOTALS **
                                                                                                     STATE
SEASIDE AVE "G" TO AVE "I"       CONT NO      * FA PROJ NOS                     12,500.00        25,000.00
                                   304   1708      900     00                ** 12,500.00  **    25,000.00  **
                                                ** JOB TOTALS **
                                                                                                     STATE
SOUTHERLIN (CENTRAL AVE)         CONT NO       FA PROJ NOS       4,886.94       17,386.94        17,386.94
                                   310   1741      900     00    4,886.94    ** 17,386.94  **    17,386.94  **
                                                ** JOB TOTALS **
                                                                                                     STATE
EAGLE POINT-MAIN ST TO SO CIT CONT NO        * FA PROJ NOS                      12,500.00        25,000.00
                                   315   1729      900     00                ** 12,500.00  **    25,000.00  **
                                                ** JOB TOTALS **
                                                                                                     STATE
PHOENIX PAYMENT 1ST ST           CONT NO      * FA PROJ NOS                     12,500.00        25,000.00
                                   315   1730      900     00                ** 12,500.00  **    25,000.00  **
                                                ** JOB TOTALS **
                                                                                                     STATE
JACKSONVILLE (HUENER LN)         CONT NO       FA PROJ NOS                      12,500.00        12,500.00
                                   315   1731      900     00                ** 12,500.00  **    12,500.00  **
                                                ** JOB TOTALS **
                                                                                25,000.00        25,000.00
                                   318   1711      900     00                ** 25,000.00  **    25,000.00  **
                                                ** JOB TOTALS **
                                                                                                     STATE 100
MALIN - "D" CANAL                CONT NO 0000  FA PROJ NOS 0000000000     0000000000             14,320.00
                                   318   1712      900     00                **            **    14,320.00  **
                                                ** JOB TOTALS **
                                                                                                     STATE
JCT CITY (E 6TH AVE)             CONT NO       FA PROJ NOS                      12,500.00        12,500.00
                                   320   1731      900     00                ** 12,500.00  **    12,500.00  **
                                                ** JOB TOTALS **
                                                                                                     STATE
YACHATS (7TH ST)                 CONT NO      * FA PROJ NOS                                      16,768.18
                                   321   1718      201     00                                     1,925.84
                                   321   1718      900     00                                       153.66
                                   321   1718      950     00                **            **    18,847.68  **
                                                ** JOB TOTALS **
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6-82

MEMORANDUM 9206

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-1-82

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS-1801(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 2/11/80 To: 10/27/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$52,971.43	$52,577.44	80%	$42,061.95	$42,061.95	$ 0.00
10,816.28	10,782.01	80%	8,625.61	8,625.61	0.00
10,876.93	10,876.93	80%	8,701.54	8,701.54	0.00
$74,664.64	$74,236.38	80%	$59,389.10	$59,389.10	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		6/1/82 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

ATEMENT OF COSTS INCURRED UNDER PROJE AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	"D" Canal (6th St.) Bridge Section City Street in Klamath County					
	Preliminary Engineering Type Code P.E. State	All Required			$10,876.93	
	Construction Type Code X000 Structure, Bridge #1647216 75 To Sta. 17+02 Formal Contract Payment Summary	All Required			55,221.48	
	Construction Engineering State	All Requirdd			8,137.97	
	Total Participating Project Cost				$74,236.38	
	Nonparticipating Project Cost Interest on Final Payment	All Required			25.54	
	Construction Engineering	All Required			402.72	
	Total Nonparticipating Cost				$ 428.26	
	Total Project Cost				$74,664.64	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/10/82.					
	AMOUNT CARRIED FORWARD					

06/30/82

B02 117

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
330-1073 1	BHOS-3003-001	41,274.00	50,336.17	50,276.92	80.00	40,221.54	40,224.00		2.46CR
330-1963 1	BHOS-3003-001	2,880.00	3,287.42	3,287.42	80.00	2,629.94	2,629.94		
	PROJ TOTALS	44,154.00	53,623.59	53,564.34		42,851.48	42,853.94		2.46CR
301-1005 1	BROS-0103-002	119,240.00	143,438.14	142,973.02	80.00	114,378.42	114,378.42		
301-1005 8	BROS-0103-002	2,000.00	1,267.36	1,265.70	80.00	1,012.56	1,012.56		
	PROJ TOTALS	121,240.00	144,705.50	144,238.72		115,390.98	115,390.98		
>203-1959 2	BROS-0300-005	9,800.00	12,250.00	12,250.00	80.00	9,800.00	9,800.00		
303-1916 1	BROS-0303-001	13,600.00	7,405.76	7,405.76	80.00	5,924.61	5,956.15		31.54CR
205-1995 1#	BROS-0500-003	25,963.20	32,505.25	32,454.00	80.00	25,963.20	25,963.20		
205-1099 1	BROS-0500-004	260,163.00	190,826.12	190,826.12	80.00	152,660.90	152,631.42		29.48
>206-1058 2	BROS-0600-001	138,820.00	187,751.01	180,602.32	76.94	138,955.43	138,820.00	135.43 B	
207-1930 1	BROS-0700-003	5,840.00	7,209.13	7,209.13	80.00	5,767.30	5,243.14		524.16
209-1024 1	BROS-0900-004	108,151.00	130,250.22	130,199.13	80.00	104,159.30	104,253.47		94 17CR
209-1903 1	BROS-0900-004	16,800.00	21,381.37	21,380.47	80.00	17,104.38	16,800.00	304.38 B	
	PROJ TOTALS	124,951.00	151,631.59	151,579.60		121,263.68	121,053.47	304.38	94.17CR
209-1023 1	BROS-0900-005	96,258.00	118,560.32	118,494.16	80.00	94,795.33	94,844.15		48.82CR
209-1902 1	BROS-0900-005	12,560.00	15,430.77	15,430.77	80.00	12,344.62	12,344.62		
	PROJ TOTALS	108,818.00	133,991.09	133,924.93		107,139.95	107,188.77		48.82CR
209-1917 1	BROS-0900-006	7,680.00	3,711.86	3,711.86	80.00	2,969.49	2,315.57		653.92
>209-1022 2	BROS-0902-001	27,968.00	34,000.00	34,000.00	80.00	27,200.00	27,200.00		
213-1905 1	BROS-1300-003	15,960.00	12,397.11	12,286.62	80.00	9,829.30	9,304.15		525.15
215-1994 1	BROS-1500-003	19,440.00	3,367.79	3,367.79	80.00	2,694.23	2,555.14		139.09
216-1980 1	BROS-1600-002	14,880.00	8,856.38	8,856.38	80.00	7,085.10	6,831.67		253.43
218-1974 1	BROS-1800-004	23,360.00	8,758.62	8,758.62	80.00	7,006.90	3,461.82		3,545.08
318-1098 1*	BROS-1801-001	42,061 95	52,971.43	52,577.44	80.00	42,061.95	42,061.95		
318-1098 8	BROS-1801-001	8,625.61	10,816.28	10,782.01	80.00	8,625.61	8,625.61		
318-1963 1*	BROS-1801-001	8,701.54	10,876.93	10,876.93	80.00	8,701.54	8,701.54		
	PROJ TOTALS	59,389.10	74,664.64	74,236.38		59,389.10	59,389.10		
220-1985 1#	BROS-2000-002	2,883.77	3,604.71	3,604.71	80.00	2,883.77	2,883 77		

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TOTAL TO DATE JOB COST SUMMARY                                              JUNE 1982        PAGE  673
                                                                              FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                                   317   1927     920      00 P 1                                    15.30
                                   317   1927     921      00 P 1      72.55       1,501.72       1,501.72
                                   317   1927     922      00 P 1        .34CR         8.02           8.02
                                   317   1927     923      00 P 1       9.10CR       211.11         365.89
                                   317   1927     950      00 N 1                                   126.64
                                                  TOT         P1       99.02CR     5,728.35      51,680.44
                                                  TOT         N1                                    359.65
                                              ** JOB TOTALS **         99.02CR**   5,728.35 **   52,040.09 **

                                                                                                        STATE
  OC & E XING @ ALTAMONT DR     CONT NO        * FA PROJ NOS RRS 221002 100
                                   318   1936     296      00 N 9                                 2,283.58CR
                                   318   1936     298      00 N 9                                 2,283.58
                                   318   1936     901      00 P 1                                 1,972.07
                                   318   1936     901      00 N 1                     26.68          26.68
                                   318   1936     905      00 P 1                                    80.55
                                   318   1936     914      00 P 1                                   171.73
                                   318   1936     923      00 P 1                                   312.96
                                                  TOT         P1                                  2,537.31
                                                  TOT         N1                      26.68          26.68
                                              ** JOB TOTALS **               **       26.68 **    2,563.99 **

                                                                                                        STATE
  BNRR@HILYARD (K FALLS)        CONT NO        * FA PROJ NOS RRS 250001 100
                                   318   1959     296      00 N 9                                    58.68CR
                                   318   1959     298      00 N 9                                    58.68
                                   318   1959     905      00 P 1                                    65.20
                                                  TOT         P1                                     65.20
                                              ** JOB TOTALS **               **             **       65.20 **

                                                                                                        STATE
  D CANAL(6TH ST) BRIDGE        CONT NO        * FA PROJ NOS BROS801001 100
                                   318   1963     295      00 N 9 SCA Transfer                    2,220.00
                                   318   1963     296      00 N 9 Transfer of State funds 52.58  10,921.54CR
                                   318   1963     298      00 N 9 Transfer of fed funds  52.58CR  8,701.54
                                   318   1963     901      00 P 1 Resident Engr.                  3,429.70
                                   318   1963     905      00 P 1 Final Design                      309.64
                                   318   1963     906      00 P 1 Bridge Design                   3,030.90
                                   318   1963     909      00 P 1 R/W Descriptions                  101.88
                                   318   1963     911      00 P 1 Signing (traffic dept)             47.49
                                   318   1963     913      00 P 1 R/W liaison                        22.21
                                   318   1963     918      00 P 1 Reconn & Hydrology                210.73
                                   318   1963     920      00 P 1 Project Mgmt           19.07CR    126.55
                                   318   1963     921      00 P 1 Specifications         42.44CR    924.66
                                   318   1963     922      00 P 1 Admin. Svcs Engr.       4.21CR     32.40
                                   318   1963     923      00 P 1 Environmental                      48.97
                                   318   1963     926      00 P 1 Foundation Investigation        2,573.80
                                                  TOT         P1                         65.72CR  10,876.93
                                              ** JOB TOTALS **               **          65.72CR** 10,876.93 **
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JUNE 1982 PAGE 209

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	318	1046	945	00 P 3			1.56	81	81
	318	1046	948	00 P 1		77.87	77.87	82	82
	318	1046	948	00 P 2		103.22	103.22	82	82
	318	1046	948	00 N 1		28.80	28.80	82	82
	318	1046	948	00 N 2		28.80	28.80	82	82
			TOT	P1		5,773.07	123,874.98		
			TOT	P2		7,879.17CR	114,970.54		
			TOT	P3		535.93	46,536.41		
			TOT	N1		781.84	149.24		
			TOT	N2		799.35	152.02		
			TOT	N3		227.67	36.40		
			** JOB TOTALS **		**	238.69 **	285,719.59 **		
ANAL(6TH ST) BRIDGE CONT NO 9206 * FA PROJ NOS BROS801001 92							BROS801001 08 STATE		
	318	1098	201	00 P 1	Payment to Contractor	5,549.09CR	45,081.80	81	82
	318	1098	201	00 P 8	Payment to Contractor	5,547.56	10,139.68	81	82
	318	1098	204	00 P 1	Retained Percentage Credits	1,303.00		81	82
	318	1098	204	00 P 8	Retained Percentage Credits	3.00CR		81	82
	318	1098	206	00 N 1	Interest on Final Payment	23.50	23.50	82	82
	318	1098	206	00 N 8	Interest on Final Payment	2.04	2.04	82	82
	318	1098	296	00 N 9	Transfer of State Funds	1,955.99CR	50,687.56CR	81	82
	318	1098	298	00 N 9	Transfer of Fed. Funds	1,955.99	50,687.56	81	82
	318	1098	900	00 P 1	Engineering	15.51	4,040.05	80	81
	318	1098	900	00 P 8	Engineering	1.35	349.18	80	81
	318	1098	900	00 N 1	Engineering		289.86	81	81
	318	1098	900	00 N 8	Engineering		25.21	81	81
	318	1098	920	00 P 1	Project Management		67.89	80	82
	318	1098	920	00 P 8	Project Management	31.19	5.91	80	82
	318	1098	940	00 P 1	Testing Lab - Salem	2.71	1,913.40	81	81
	318	1098	940	00 P 8	Testing Lab - Salem	139.22	166.38	81	81
	318	1098	941	00 P 1	Testing Lab - Portland	12.11	9.65	81	81
	318	1098	941	00 P 8	Testing Lab - Portland		.85	81	81
	318	1098	942	00 P 1	Testing Lab - Eugene		712.31	81	81
	318	1098	942	00 P 8	Testing Lab - Eugene		61.93	81	81
	318	1098	944	00 P 1	Technical Svcs Branch		174.68	81	81
	318	1098	944	00 P 8	Technical Svcs Branch		15.19	81	81
	318	1098	945	00 P 1	Construction Branch		151.08	81	81
	318	1098	945	00 P 8	Construction Branch	36.25	13.14	81	81
	318	1098	946	00 P 1	Region Office	3.15	341.99	81	81
	318	1098	946	00 P 8	Region Office		29.7[illegible]	81	81
	318	1098	948	00 P 1	Total Constr. Engr. (other than Reo)	65.72	84.59	81	82
	318	1098	960	00 N 1	Personal Leave		80.63	81	81
	318	1098	960	00 N 8	Personal Leave		7.02	81	81
			TOT	P1		3,958.20CR	52,577.44		
			TOT	P8		5,563.88	10,782.01		
			TOT	N1		23.50	393.99		
			TOT	N8		2.04	34.27		
			** JOB TOTALS **		**	1,631.22 **	63,787.71 **		

92016

STATE COPY

2.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 4-128		County Klamath
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BROS-1801(1)
MODIFICATION NUMBER ~~1~~ 2	April 14, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 75,605.00	$ 78,870.00
Federal funds	$ 60,484.00	$ 63,096.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 8, 1982

Federal-Aid Project
No. BROS-1801(1)

"D" Canal (6th St.) Bridge
City Street (Malin)
Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering	All Required	$ 14,100.00

Type Code X080
Structure, Bridge #16472 (Sta. 16+75 to Sta. 17+02)

Subtotal of previous estimate of November 20, 1980	$ 53,717.00

Additional Items

Revise Bridge Rail (P.A. #1)	Lump Sum	$ 585.73
Class 50 Riprap (E.W.O. #1)	All Required	1,872.77
Sidewalk Ramps (E.W.O. #2)	All Required	817.38
		$ 3,275.88
	Increase	$ 3,275.88
	Subtotal	56,992.88
	Engineering	7,777.12
	TOTAL	$ 64,770.00

Length of Structure------ 0.005 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$14,100.00	$11,280.00	$ 2,820.00
Structure	64,770.00	51,816.00	12,954.00
TOTAL	$78,870.00	$63,096.00	$15,774.00

Group 1 92%; Group 8 8%
Contract No. 9206
Prefix: 318-1963
Prefix: 318-1098

.9206

STATE COPY

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 12-41		County Klamath
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number BROS-1801(1)
MODIFICATION NUMBER 1	12/1/80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,100.00	$ 75,605.00
Federal funds	$ 11,280.00	$ 60,484.00
Other revisions		

This modification is made for the following reasons:
Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For ASSISTANT STATE HIGHWAY ENGINEER
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, November 20, 1980

Federal Aid Project
No. BROS-1801(1)

"D" Canal (6th St.) Bridge
City Street (Malin)
Klamath County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$14,100.00

Type Code X080
Structure, Bridge #16472 (Sta. 16+75 to Sta. 17+02)

Mobilization	All Required		$ 3,500.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	20 Sq.Ft.	$ 6.00	120.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	75 Lin.Ft.	7.00	525.00
Flagmen	40 Hour	1.00	40.00
Bridge Removal Work	All Required		2,500.00
Structure Excavation	85 Cu.Yd.	16.00	1,360.00
Furnish Pile Driving Equipment	All Required		2,000.00
Furnish Cast-in-Place Piling (Alt. "B")	352 Lin.Ft.	14.00	4,928.00
Drive Steel Pile Shells (Alt. "B")	352 Lin.Ft.	2.00	704.00
Structural Concrete, Class 3300 (50 c.y.)	All Required		14,000.00
4' x 25'/30' Prestressed Slabs	10 Each	1,500.00	15,000.00
Reinforcement (5,800 lbs.)	All Required		3,500.00
Three Tube Steel Railing	84 Lin.Ft.	60.00	5,040.00
	Subtotal		$53,717.00
	Engineering		7,788.00
	Total		$61,505.00

Length of Structure . . . . 0.005 Mile

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$14,100.00	$11,280.00	$ 2,820.00
Structure	61,505.00	49,204.00	12,301.00
Total	$75,605.00	$60,484.00	$15,121.00

Group 1 92%; Group 8 8%
Contract No. 9206
Prefix No. 318-1963; Prefix No. 318-1098

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-136	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-8-80	State Oregon County Klamath Project No. BROS-1801(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
City St., 6th Street in Malin

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-11-80	0.01
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

PRO RATA 80.0%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,100.00	$ 11,280.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter
By
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon April 3, 1980

Federal-Aid Project
No. BROS-1801(1)

"D" Canal (6th St.) Bridge Section
City Street in Klamath County

Project Agreement Estimate

Type Code PE
Preliminary Engineering
Preliminary Engineering

All Required $ 14,100.00
Total $ 14,100.00

Length of Project- - - - -0.01 miles

SUMMARY OF FUNDS (80.0%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 14,100.00	$ 11,280.00	$ 2,820.00
Retain in Program PS&E Status	85,900.00	68,720.00	$17,180.00
Total	$100,000.00	$ 80,000.00	$20,000.00

Group 1 - 100%
Prefix - 318-1963

#9206 7-13-81 File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 Keasey

C. T. Keasey
Asst. State Highway Engineer

#7206

L

July 9, 1981

Fireman's Fund Insurance Company
Attention: Fidelity & Surety Dept.
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9206

Gentlemen:

On July 1, 1981, we wrote to you concerning release of final payment on Contract No. 9206 awarded to Stach Construction Co. for work on the "D" Canal (6th Street) Bridge in Malin, Klamath County.

Final payment on this contract is $1,298.47 and the total contract amount is $55,221.48 including $2,690.15 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Stach Construction Co.
235 W. Scenic
Grants Pass, OR 97526

Ward Insurance Agency
P. O. Box 10167
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
Dale Allen

9206 L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: "D" Canal Bridge

WEEK ENDING: April 10, 1981

SECTION PREFIX: 318-1098

HIGHWAY: City Street

COUNTY: Klamath

NAME OF JOB: "D" Canal Bridge

KIND OF WORK: Structure

CONTRACTOR: Stach Construction Co.

CONTRACT NUMBER: 9206

FEDERAL AID PROJECT NUMBER: BROS-1801(1)

DATE OF CONTRACT: November 12, 1981

DATE WORK STARTED: January 27, 1981

ESTIMATED COMPLETION DATE: March 14, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 110

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 73%

PROJECT AUTHORIZATION: $ 61,505.97

EXCLUSIVE OF ENGINEERING: $ 56,134.27

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 53,983.33

ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 4.0 %

ENGINEERING AUTHORIZATION $ 5,371.70

ENGINEERING COST TO DATE $ 6800.00

PERCENT OF AUTHORIZATION 126 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: March 14, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	#16472							
PERCENT	100%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Fair	110		
MONDAY	6	"	"		
TUESDAY	7	"	"		
WEDNESDAY	8	Cloudy	"		
THURSDAY	9	"	"		
FRIDAY	10	Fair	"		
SATURDAY	4	Fair	110		

RECEIVED
APR 13 1981
CONSTRUCTION
BRANCH
Williams
Richards
Berg
Inlbes
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	NO ACTIVITY
MONDAY 6	" "
TUESDAY 7	" "
WEDNESDAY 8	" "
THURSDAY 9	" "
FRIDAY 10	" "
SATURDAY 4	NO ACTIVITY

REMARKS

Semifinal report was submitted April 10, 1981.

FINAL REPORT

SIGNED
Wayne F. Cobine, Resident Engineer
LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9206

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-28-81	CC 81-10		

BILL TO: Code:

City of Malin
Box 61
Malin, Oregon 97632

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
To refund City's Advance Deposits for P.E. and Construction per Letterform Supplemental Agreement 7186.			
P.E. Advance Deposit			$ 2,820.00
Construction Advance Deposit			11,500.00
			$14,320.00

Advance Deposit Amount	$ 14,320.00
Advance Deposit Previously Transferred to Highway Fund	$ 2,220.00
Balance	$ 12,100.00
Transfer to Highway Fund	$
Refund Due	$ 12,100.00
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . . $

Submitted by: Ken Husby
Ken Husby

Approved:
D. E. Swan

SP*35736-734

#9206

L.

January 22, 1981

City of Malin
City Hall
Malin, OR 97632

AGR 4

Attention: Paul McCulley
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7186

Gentlemen:

Attached for your records is a fully executed copy of an agreement which provides for Special City Allotment funds to be used as local matching funds concerning replacement of the "D" Canal (6th Street) Bridge project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

9206

December 10, 1980

INT 3-2

City of Malin
P.O. Box 61
Malin, Oregon 97632

Attn: Paul McCulley
City Recorder

SUBJECT: 1981 SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. McCulley:

I am pleased to inform you that on November 25, 1980 the Transportation Commission officially approved your proposed project on "D" Canal (6th Street) Bridge under the Special City Allotment Program (ORS 366.805).

We will prepare a Special City Allotment Agreement and submit it, through our Region Office in Bend, for your City Council to consider and approve. Until then, no action on your part is necessary. Following execution of the Agreement, we will initiate steps to reimburse the City for the Preliminary Engineering and Construction Advance Deposits made under the HBR Program.

If you have any questions, feel free to contact this office, 206 Transportation Building, Salem, Oregon 97310, Phone 378-6563 or:

John R. Hagedorn
Region Federal Aid Engineer
63055 N. Highway 97
P.O. Box 5309
Bend, Oregon 97701
Phone: 382-1911, Ext. 34

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: Region 4, John Hagedorn

9206

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: COM

DATE: November 5, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Special City Allotment
1981 Program
Finance Approval

There will be a request for approval of the Special City Allotment Program Funds at the November meeting.

This allocation has been distributed in accordance with the Working Agreement as developed with LOC.

SCA Funds for the projects are estimated for Fiscal Year 1981 at $267,300 which will be combined with some $537,000 in other funds available to the local agencies to undertake improvements with an estimated total cost of $804,300.

Attached is a summary for the program. A complete staff report is on file.

The program projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements.

This will be on the consent calendar at the November meeting.

Attachment

KEH:pf jh
bc: F. B. Klaboe)
R. W. Gormsen) Summary & Staff Report
E. S. Hunter) Attached
D. H. Moehring)
George Bell)

Form 734-3122

SUMMARY
APPLICATIONS RECOMMENDED FOR APPROVAL
1981 SPECIAL CITY ALLOTMENT PROGRAM

CITY	STREET	TYPE OF WORK	SCA	CITY	TOTAL
Eagle Point	Shasta Avenue (Main to S. City Limits)	Overlay	$ 25,000	$ 33,700	$ 58,700
Elgin	10th Street (Division to Hartford) Galveston (10th to 9th)	Overlay	25,000	19,500	44,500
Hood River	Serpentine Street (Sherman Avenue to Montello Avenue) with SOS Funds	Reconstruct	25,000	*196,300	221,300
Lexington	Blackhorse Creek (Arcade Street) Bridge with HBR funds	Structure	24,000	96,000	120,000
Malin	"D" Canal (6th Street) Bridge	Structure	18,300	** 73,200	91,500
Nehalem	9th Street (Hwy. 101 to "B" Street) "B" Street (7th Street to 9th Street) 8th Street (Hwy. 101 to Tohls Avenue) Tohls Avenue (Hwy. 101 to 8th)	Overlay	25,000	2,300	27,300
Philomath	N. 19th Street (Main to College)	Reconstruct	25,000	20,400	45,400
Phoenix	1st Street	Reconstruct & Overlay	25,000	--	25,000
Seaside	S. Holladay Drive (Ave. "G"-Ave. "I")	Reconstruct	25,000	14,000	39,000
Sherwood	NW Washington Street (Stella Olsen Park-NW Lee), also known as Meinecke Road	Reconstruct	25,000	44,600	69,600
Tualatin	S.W. Martinazzi (Sagert to Avery)	Reconstruct	25,000	37,000	62,000
		TOTALS	$267,300	$537,000	$804,300

* Includes $64,500 from SOS Funds
** Funded from OFF-SYSTEM Highway Bridge Replacement

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: October 29, 1980

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 23, 1980, Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 23, 1980, on the following projects.

1. "D" Canal Bridge (6th Street, Malin)
   City Street
   Klamath County
   Structure
   Thirty-two-foot roadway with five-foot sidewalks on structure for bicycle/pedestrian use. Existing approaches are same as structure.

2. Beaverton-Tualatin Highway @ Hunziker Street (Tigard)
   Beaverton-Tualatin Highway
   Washington County
   Traffic Signals
   Intersection improvement. Minor street widening for left-turn lanes.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. S.W. Murray Blvd.-S.W. Walker Road (Beaverton)
   Tualatin Valley Highway
   Washington County
   Traffic Signals
   Eight-foot sidewalks to be constructed on this project for pedestrian/bicycle use.

4. Dundee/Newberg Road @ SPRR Crossing
   County Road
   Yamhill County
   Grading and Paving
   Railroad crossing improvement. Three- to six-foot shoulders provided.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

cc: D. G. Talbot
E. S. Hunter
L. E. George
F. E. Terpin
George Bell
Don Harwell

9206

October 24, 1980

ACC

City of Malin
City Hall
Malin, Oregon 97632

Gentlemen:

On October 23, 1980 a satisfactory bid was received from Stach Construction Company, P.O. Box 730, Grants Pass, Oregon 97526 for the "D" Canal (6th Street) Br. Section. This is a Special Bridge Replacement Project No. BROS-1801(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$53,717.00
4 1/2% Contingencies	$ 2,417.27
10% Engineering	5,371.70
Total Estimated Cost of Construction	$61,505.97
Est. P.E. Costs	10,000.00
Est. Total project cost	$71,505.97
Less City Advance Deposit	- 2,820.00
Less Federal Funds (80% of $71,505.97)	-57,204.78
TOTAL	$11,481.19

11-12-80
Rec'd
$11,500
[illegible]

By rounding the City's Advance Deposit will then be $11,500.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than November 14, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

For

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 832: Region 4 Federal Aid Engineer, John Hagedorn
Vern Skoog - Please return completed AD # 832 when advance deposit is received.

9206

October 14, 1980

INT 3-2

Paul McCulley
City Recorder
City of Malin
P.O. Box 61
Malin, Oregon 97632

SUBJECT: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. McCulley:

The proposed "D" Canal (6th Street) Bridge project will be included in the 1981 SCA Program to be presented to the Transportation Commission for approval at its November 25, 1980 meeting in Salem.

We estimate the project will cost $91,500, including $8,000 for preliminary engineering. With 80% Federal HBR funds ($73,200), the local match of $18,300 will be provided from the Special City Allotment funds, pending Commission approval.

If you have questions regarding the HBR or Special City Allotment programs, I suggest you contact Ken Husby, 210 Transportation Building, Salem, Oregon 97310, Phone: 378-6514.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: John Hagedorn, Region 4

1306

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-1-80

FEDERAL AID PROJECT NO. B [illegible]-1801(1)

STATE PROJECT NO. See below

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 00043

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 14 '80
REFER TO
FOR
Info | Inves | R/C | D/R | S/O | Att | File

10-14

DATE PS&E APPROVED 2-11-80

DATE AUTHORIZATION EFFECTIVE 10-1-80

FEDERAL ROUTE NUMBER Non Federal aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"D" Canal (6th Street) Bridge Section (Malin)

GENERAL DESCRIPTION OF WORK:
Authorization to Advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated September 23, 1980, that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 10-1-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-555

```
                                            ** JOB TOTALS **                  **                   **       2,537.31  **

 BNRR@HILYARD (K FALLS)     CONT NO      FA PROJ NOS RRS 250001 100                                                STATE
                               318    1959    296       00 N 9                                          58.68CR
                               318    1959    298       00 N 9                                          58.68
                               318    1959    905       00 P 1                                          65.20
                                              TOT       P1                                              65.20
                                            ** JOB TOTALS **                  **                   **   65.20  **



TOTAL TO DATE JOB COST SUMMARY                                             SEPTEMBER 1980         PAGE  620
                                                                               FISCAL             GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE          TO DATE

  D CANAL(6TH ST) BRIDGE        CONT NO      * FA PROJ NOS BROS801001 100                                          STATE
                                   318    1963    295      00 N 9                                    2,220.00
                                   318    1963    296      00 N 9        669.78CR      2,307.39CR    8,594.76CR
                                   318    1963    298      00 N 9        669.78        2,307.39      6,374.76
                                   318    1963    901      00 P 1         29.28           31.88      3,429.70
                                   318    1963    905      00 P 1        122.32          248.94        286.68
                                   318    1963    906      00 P 1      1,426.80        2,497.17      3,030.90
                                   318    1963    909      00 P 1                        101.88        101.88
                                   318    1963    911      00 P 1                                       47.49
                                   318    1963    913      00 P 1          8.25           22.21         22.21
                                   318    1963    918      00 P 1                                      210.73
                                   318    1963    920      00 P 1                                       14.35
                                   318    1963    921      00 P 1        224.40          224.40        224.40
                                   318    1963    922      00 P 1          4.13           10.32         10.32
                                   318    1963    923      00 P 1                         26.58         66.97
                                   318    1963    926      00 P 1        235.80          769.86      2,573.80
                                                  TOT      P1          2,050.98        3,933.24     10,019.43
                                               ** JOB TOTALS **        2,050.98  **    3,933.24  **  10,019.43  **

                                                                                                 BWD 000001 100 STATE
  VALLEY R BICYCLE BR(EUGENE)   CONT NO       FA PROJ NOS                                           3,100.00
                                   320    1904    295      00 N 9
                                   320    1904    296      00 N 9        441.28CR        983.62CR    21,457.28CR
                                   320    1904    298      00 N 9        441.28          983.62      18,357.28
                                   320    1904    901      00 P 8                                        62.46
                                   320    1904    904      00 P 8                      1,575.00      16,882.38
                                   320    1904    905      00 P 8                         24.60CR        42.42
                                   320    1904    906      00 P 8                                     1,471.70
                                   320    1904    920      00 P 8                        152.52CR        59.23CR
                                   320    1904    921      00 P 8                        153.35CR       658.11
                                   320    1904    923      00 P 8                         15.00CR       128.10
                                   320    1904    926      00 P 8                                     3,760.66
                                                  TOT      P8                          1,229.53      22,946.60
                                               ** JOB TOTALS **               **       1,229.53  **  22,946.60  **
```

9206

MID-PACIFIC REGION
Klamath Project
P.O. Box R
Klamath Falls, Oregon 97601

SEP 22 1980

770

City of Malin
3rd Street
Malin, OR 97632

Gentlemen:

Approved today is revocable License/Permit No. 80-43. The original is enclosed for your files.

Sincerely,

Dan M. Fults

Dan M. Fults
Project Manager

Enclosure

cc: R. O. Havig, Region Office Engineer, Dept. of Transportation,
Highway Division, Region 4, P.O. Box 5309, Bend, OR 97701
Klamath Irrigation District, 6640 K.I.D. Lane, Klamath Falls, OR 97601
MP-420
(each w/copy of license/permit)

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE SEP 23 1980 RDE
RSO REGION 4 RBE
ASSIGNED____________

LP-80-43

UNITED STATES
DEPARTMENT OF THE INTERIOR
Water and Power Resources Service

Project Klamath Branch Main State Oregon

PERMIT FOR ERECTION AND MAINTENANCE OF STRUCTURES

- - - - - -

1. Pursuant to authority given by the Commissioner of the Water and Power Resources Service, thereunto duly authorized by the Secretary of the Interior, the undersigned hereby accepts a permit to **install a prestressed concrete bridge across the D-Canal**

in connection with the Klamath Project, Water and Power Resources Service, constructed pursuant to the act of Congress approved June 17, 1902 (32 Stat., 388), and acts amendatory thereof or supplementary thereto, at a point **located in the SW¼NW¼ of Section 15, Township 41 South, Range 12 East, W.M.**

upon the terms and conditions hereinafter set forth:

2. The permittee hereby agrees to indemnify and hold harmless the United States **and Klamath Irrigation District**, together with XXX/their agents and employees, from any loss or damage and from any liability on account of personal injury, death, or property damage, or claims for personal injury, death, or property damage of any nature whatsoever and by whomsoever made arising out of the permittee's activities under this agreement.

3. This permit shall continue so long as in the opinion of the permitter it is considered to be expedient and not detrimental to the public interest, and shall be revocable by said officer upon ten days' written notice to the permittee. Upon such revocation the aforesaid structure or structures and all accessories shall be removed without delay at the expense of **City of Malin.**

4. The aforesaid structure or structures shall be so erected as not to obstruct in any manner the flow of water in the canals, laterals, or drain ditches of the United States, or to interfere in any manner whatsoever with the construction operation, and maintenance of any part of the Project.

5. In the erection of the aforesaid structure or structures, the following specifications and conditions must be complied with:

(a) The attached statement marked "Exhibit A" entitled "Water and Power Resources Service Land-Use Stipulation," as supplemented and amended, is by referenc incorporated herein and made a part hereof.

(b) All work shall be done in a neat and workmanlike manner and to the satisfaction of the Project Manager, Water and Power Resources Service, Klamath Falls, Oregon, or his duly authorized representative.

(c) All construction shall conform to the state regulations of the applicable state.

(d) Installation shall be in accordance with attached State of Oregon Drawing, marked Exhibit "B".

(e) The permittee agrees to obtain and hold at all times the necessary rights from the owners of the land on which the facilities covered by this permit are located.

(f) If in the future it becomes necessary to enlarge the D-Canal, the permittee agrees to remove or modify facilities constructed under this permit at the permittee's expense.

(g) Facilities authorized by this permit shall be maintained by the permittee to the satisfaction of the Project Manager.

6. Covenant against Contingent Fees. Permittee warrants that no person or agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial agencies maintained by the permittee for the purpose of securing business. For breach or violation of this warranty, the Government shall have the right to annul this contract without liability or in its discretion to require the permittee to pay, in addition to the contract price or consideration, the full amount of such commission, percentage, brokerage, or contingent fee.

7. EQUAL OPPORTUNITY CLAUSE. The following provisions as set out in Section 202 of Executive Order No. 11246, dated September 24, 1965, as amended shall be applicable to this permit.

"During the period of this permit the permittee hereinafter referred to as the contractor, agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure the applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment, or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union of workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, as amended, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, as amended, and of the rules, regulations, and relevant orders of the Secretary of Labor.

"(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, as amended, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, as amended, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

"(7) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, as amended, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions including sanctions for noncompliance *Provided, however,* That in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

Dated at Malin, Oregon

this 15 day of Sept, 1980

Permittee

City Recorder

Witness:

Approved: Malcolm D. Crawford
Malcolm D. Crawford
Manager, Klamath Irrigation Dist.

9/8/80
Date

Approved September 22 1980

Dan M. Fults
Water and Power Resources Service
Dan M. Fults Project Manager

Eng. ____ Form ____

Exhibit A

WATER AND POWER RESOURCES SERVICE LAND-USE STIPULATION

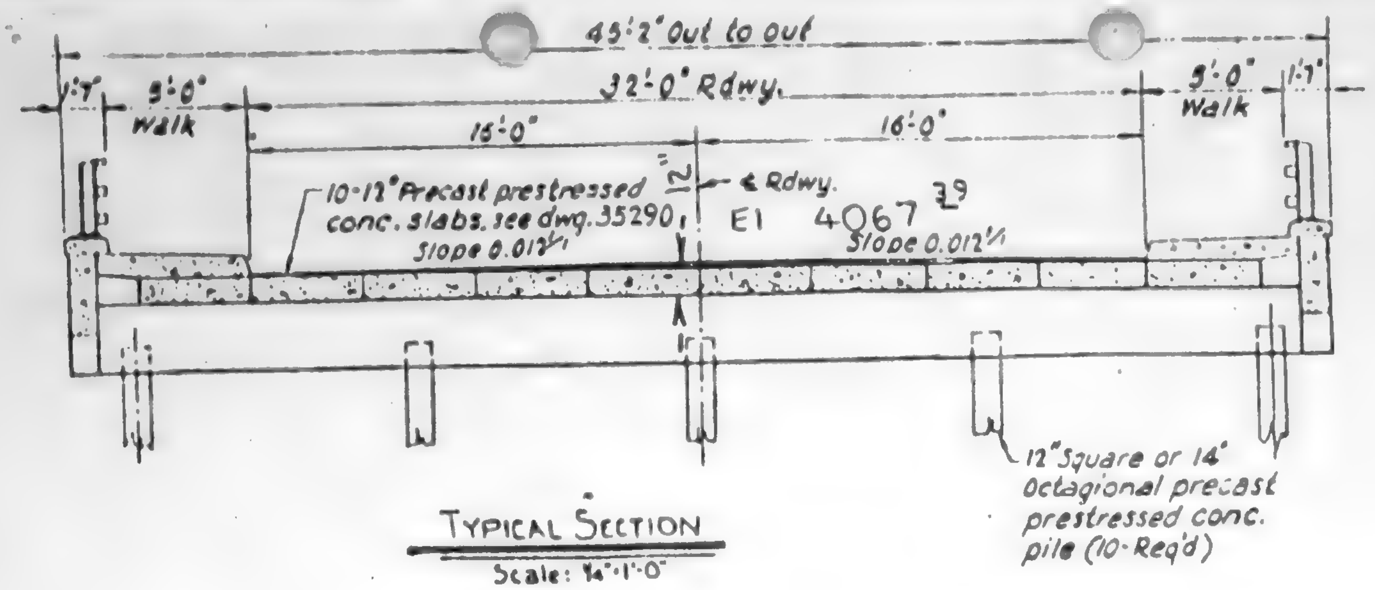
There is reserved to the United States, its successors or assigns, the prior right to use any
of the lands herein described*to construct, operate, and maintain all structures and facilities includ-
ing, but not limited to, canals, wasteways, laterals, ditches, roadways, electrical transmission lines,
dams, dikes, reservoirs, pipelines, telephone and telegraph lines, communication structures generally,
substations, switchyards, powerplants and any other appurtenant irrigation and power structures and
facilities, without any payment made by the United States or its successors for such right.

The permittee further agrees that if the construction of any or all of such structures and facil-
ities across, over or upon said lands should be made more expensive by reason of the existence of
improvements or works of the permittee thereon, such additional expense is to be estimated by the
Secretary of the Interior, whose estimate is to be final and binding upon the parties hereto. Within
thirty days after demand is made upon the permittee for payment of any such sums, the permittee will
make payment thereof to the United States or any of its successors or assigns constructing such struc-
tures and facilities across, over, or upon said lands. As an alternative to payment, the permittee, at
its sole cost and expense and within time limits established by the Government, may remove or adapt
facilities constructed and operated by it on said lands to accommodate the aforementioned structures
and facilities of the United States.

*The permittee shall bear the cost to the Government of any costs occasioned by the failure of
the permittee to remove or adapt its facilities within the time limits specified.

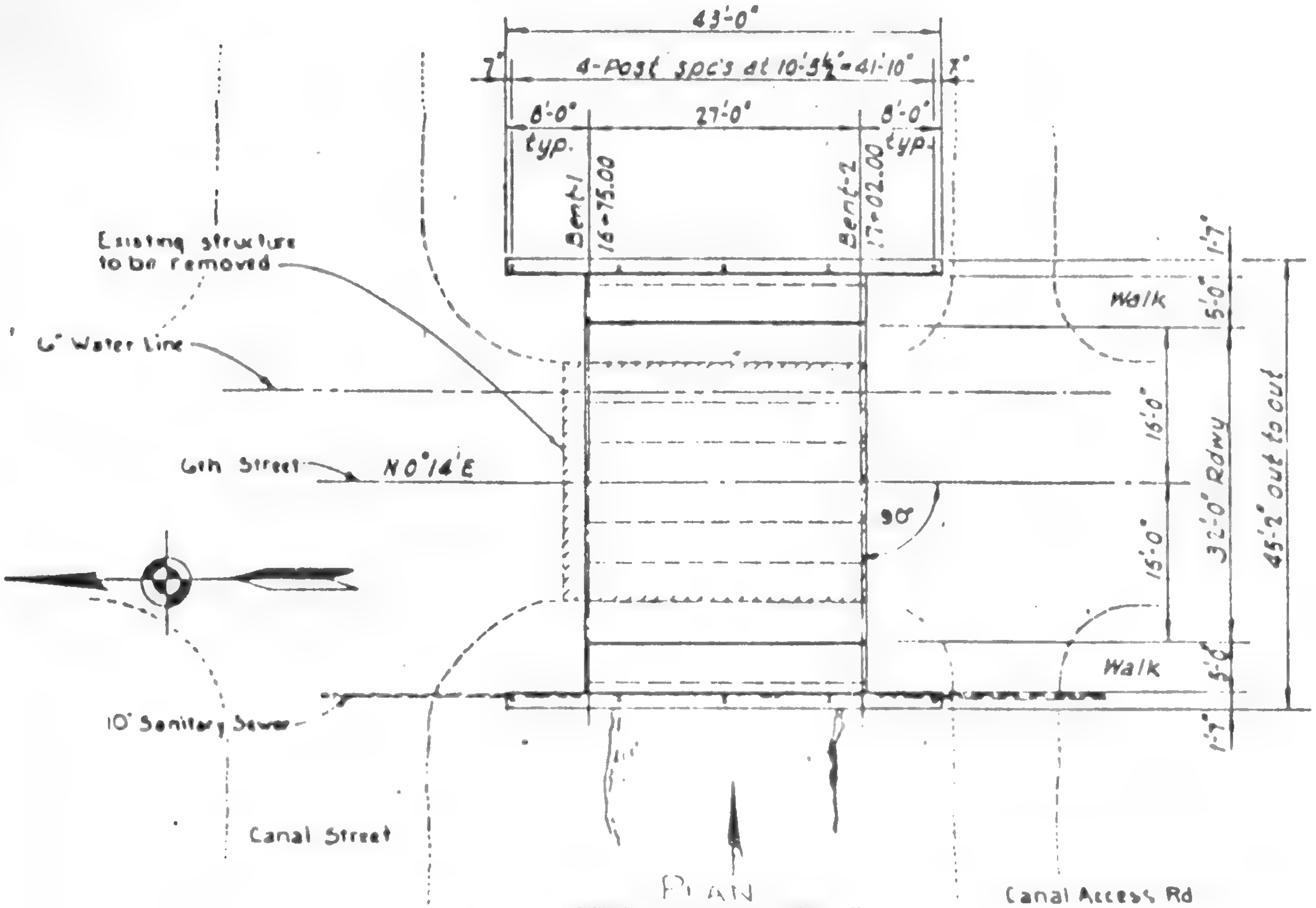
There is also reserved to the United States the right of its officers, agents, employees,
licensees and permittees, at all proper times and places freely to have ingress to, passage over, and
egress from all of said lands for the purpose of exercising, enforcing and protecting the rights
reserved herein.

The permittee further agrees that the United States, its officers, agents, and employees and
its successors and assigns shall not be held liable for any damage to the permittee's improvements
or works by reason of the exercise of the rights here reserved; nor shall anything contained in this
paragraph be construed as in any manner limiting other reservations in favor of the United States
contained in this permit.


45'-2" Out to out
1'-7"
5'-0" Walk
32'-0" Rdwy.
5'-0" Walk
1'-7"
15'-0"
16'-0"
10-12" Precast prestressed conc. slabs. see dwg. 35290
12"
℄ Rdwy.
El 4067.79
Slope 0.012'/'
Slope 0.012'/'
12" Square or 14" Octagional precast prestressed conc. pile (10-Req'd)

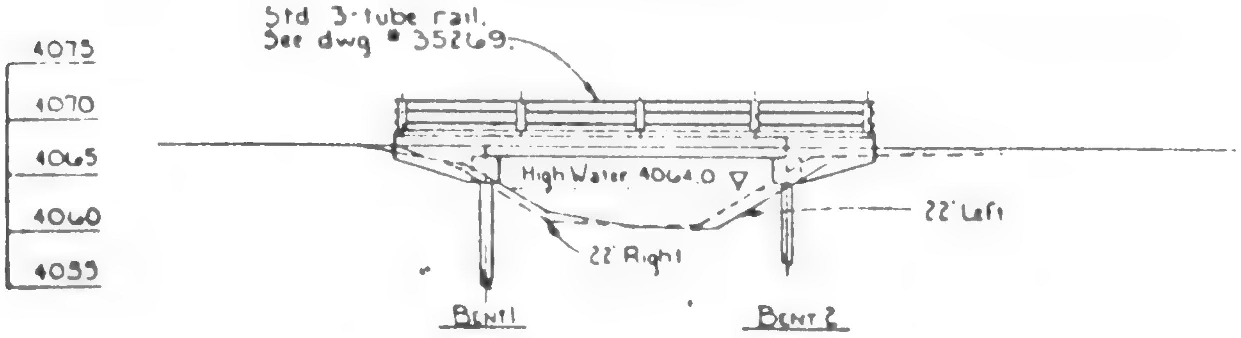
TYPICAL SECTION

Scale: ¼"=1'-0"


43'-0"
7"
4-Post spc's at 10'-5½"=41'-10"
7"
8'-0" typ.
27'-0"
8'-0" typ.
Bent-1 18+75.00
Bent-2 17+02.00
Existing structure to be removed
6" Water Line
6th Street
N 0°14' E
90°
10" Sanitary Sewer
Canal Street
Canal Access Rd
Walk
Walk
1'-7"
5'-0"
15'-0"
15'-0"
5'-0"
1'-7"
32'-0" Rdwy
45'-2" out to out

PLAN

Scale 1"=10'-0"


Std 3-tube rail. See dwg # 35269.
4075
4070
4065
4060
4055
High Water 4064.0
22' Right
22' Left
Bent 1
Bent 2

ELEVATION

Scale: 1"=10'0"

EXHIBIT "R"

9266

Section "D" CANAL (6th St.) Bridge Programming Estimate $

Highway City Street Project Length

County Klamath Completion Time 150 Cal. Days

Kind of Work Structure Est. Comp. Date

Prefix 315-1963 Letting Date 10/23/80 Project No. BROS-1800(

ESTIMATED CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ A 72,958. B 69,790

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 9-22-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number 4
District Number

ATTENTION: John Hagedorn

FROM: Proj. Mngt.

COMMENTS: Please inform the city.

Form 731-0022 (7/78) SP*70682-734

$

Subtotal $ A 72,958 — B 69,790 —

Contingencies (4-1/2%) . . . . A 3,283.11 B 3,140.55

Engineering (~~[illegible]~~, 10%) . . . . A 7295.80 B 6979.00

~~Subtotal~~ $

~~Credit for~~

Estimated Net Authorization, Construction . . . . $ A 83,536.91 B 79,909.55

APPROVED

	"A"	"B"
Estimated Net Authorization, Construction	$83,536.91	$79,909.55
Est. of P.E. Costs	8,000.00	8,000.00
Less P.E. Advance Deposit	2,820.00	2,820.00
Less Federal Funds (80%)	73,229.53	70,327.64
City's share of Costs	$15,487.38	$14,761.91

Section "D" CANAL (6th St.) Bridge Progra[illegible]ning Estimate $ ______

Highway City Street ______ Project Length ______

County Klamath Completion Time 150 Cal. Days

Kind of Work Structure Est. Comp. Date ______

Prefix 315-1963 Letting Date 10/23/80 Project No. BROS-1800(

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ A 72,958 B 69,790

Anticipated Additional Items:
- Royalty Payment. . . . . ______
- Permit Fees . . . . ______
- Slide Correction . . . . ______
- Railroad Protective Costs . . . . ______
- Other Railroad Costs . . . . ______
- Permanent Signing . . . . ______
- Permanent Pavement Striping. . . . . ______
- Temporary Pavement Striping. . . . . ______
- Remove Pavement Striping (Exist. & Temp.) . . . ______
- Temporary Erosion Control . . . . ______
- State Furnished ______ . . . . . . ______
- Roadside Seeding & Mulching . . . . ______
- Asphalt Cement Adjustment. . . . . ______
- On the Job Trainees . . . . ______
- State Responsibility for Damages. . . . . ______
- Signal Controller Testing (Engineering) . . . . . . ______
- Bikeway Signs . . . . ______
- Furnish Mailbox Posts . . . . ______
- Adjust Utilities:

$ —

Subtotal $ A 72,958 — B 69,790 —

Contingencies (4-1/2%) . . . . A 3,283.11 B 3,140.55

Engineering (~~[illegible]~~, 10%) . . . . A 7295.80 B 6979.00

~~Subtotal~~ $

~~Credit for~~ ______

Estimated Net Authorization, Construction . . . . $ A 83,536.91 B 79,909.55

APPROVED

	"A"	"B"
	$83,536.91	$79,909.55
Est. of P E Costs	8,000.00	8,000.00
Less P.E. Advance Deposit	2,820.00	2,820.00
Less Federal Funds (80%)	73,229.53	70,327.64
City's share of Costs	$15,487.38	$14,761.91

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section "D" Canal (6th St) Bridge

County

Kind Of Work

Length

Name Day

9-18-80

No	Item	Code	Unit	Quant.	Cost	Total
	Mobilization		All	All	(10%)	6400
	Temporary Protection and Direction of Traffic		All	All	—	1200
	Temporary Signs		Sq Ft	20	6 –	120
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	75	10 –	750
	Flagmen		Hr	40	25.00	1000
	Structure					
	Bridge Removal Work		All	All		5000
	Structure Excavation		Cu Yd	85	12	1020
	Furnish Pile Driving Equipment		All	All		12,000
	Furnish Prestressed Concrete Piling (Alt A)		Lin Ft	384	20	7680
	Drive Prestressed Concrete Piles (Alt A)		Lin Ft	384	2	768
	Furnish Cast-in-Place Piling (Alt B)		Lin Ft	352	13	4576
	Drive Steel Pile Shells (Alt B)		Lin Ft	352	2	704
	Structural Concrete, Class 3300 (50 cy @ $250)		All	All		12,500
	4' x 25'/30' Prestressed Slabs		Each	10	1700	17,000
	Reinforcement (5800 lbs @ .50)		All	All		2900
	Three Tube Steel Railing		Lin Ft	84	55	4620
				Alt. "A"		$72,958
				Alt "B"		69,990

```
                                                                                          65. 20
                 318    1959    905       00 P 1                                          65. 20
                                TOT       P1                                              65. 20  **
                             ** JOB TOTALS **               **                 **

                                                                                                 STATE
  D CANAL(6TH ST) BRIDGE    CONT NO      FA PROJ NOS BROS801001 100                      2,220. 00
                 318    1963    295       00 N 9                                        7,088. 95CR
                 318    1963    296       00 N 9        801. 58CR          801. 58CR     4,868. 95
                 318    1963    298       00 N 9        801. 58            801. 58       3,397. 82
                 318    1963    901       00 P 1                                            37. 74
                 318    1963    905       00 P 1                                           972. 65
                 318    1963    906       00 P 1        438. 92            438. 92         336. 12
                 318    1963    909       00 P 1        336. 12            336. 12          47. 49
                 318    1963    911       00 P 1                                            13. 96
                 318    1963    913       00 P 1         13. 96             13. 96         210. 73
                 318    1963    918       00 P 1                                            14. 35
                 318    1963    920       00 P 1                                            40. 39
                 318    1963    923       00 P 1                                         2,059. 97
                 318    1963    926       00 P 1        256. 03            256. 03       7,131. 22
                                TOT       P1          1,045. 03          1,045. 03       7,131. 22  **
                             ** JOB TOTALS **         1,045. 03  **      1,045. 03  **


                                                                  JULY 1980        PAGE  597
  TOTAL TO DATE JOB COST SUMMARY
                                                                    FISCAL         GRAND TOTAL
  DESCRIPTION OF JOB OR DEPARTMENT    PREFIX     FUNCTION  GR  CURRENT MONTH    YEAR TO DATE       TO DATE

                                                                                  BWD 000001 100 STATE
  VALLEY R BICYCLE BR(EUGENE)   CONT NO       FA PROJ NOS                            3,100. 00
                 320    1904    295       00 N 9                                   20,473. 66CR
                 320    1904    296       00 N 9                                   17,373. 66
                 320    1904    298       00 N 9                                       62. 46
                 320    1904    901       00 P 8                                   16,882. 38
                 320    1904    904       00 P 8      1,575. 00          1,575. 00         42. 42
                 320    1904    905       00 P 8         24. 60CR           24. 60CR   1,471. 20
                 320    1904    906       00 P 8                                        59. 23CR
                 320    1904    920       00 P 8        152. 52CR          152. 52CR    658. 11
                 320    1904    921       00 P 8        153. 35CR          153. 35CR    128. 10
                 320    1904    923       00 P 8         15. 00CR           15. 00CR  3,760. 66
                 320    1904    926       00 P 8                                   22,946. 60
                                TOT       P8          1,229. 53          1,229. 53     22,946. 60  **
                             ** JOB TOTALS **         1,229. 53  **      1,229. 53  ** 22,946. 60  **

                                                                                                 STATE
  BNRR XING @ GARFIELD, EUGENE  CONT NO       FA PROJ NOS RRS 075001 100                  875. 34
                 320    1917    901       00 P 1                                           85. 15
                 320    1917    905       00 P 1                                          960. 49
                                TOT       P1                                              960. 49  **
                             ** JOB TOTALS **               **                 **

                                                                                                 STATE
                                              FA PROJ NOS RRS 420001 100
```

Klamath

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/22/80

Donald L. Mort

Sept. 25, 1980 Bid Letting ____________ All Clear Deadline

SECTION "D" Canal (6th St.) Br.
Highway ____________
County Klamath Region 4
Type of Work Strucure Funds HBR(OS)
State___ Consultant ___ Plans Avail.___Yes ___No

Irrig Co approval

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	3NM
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	Irrig. Facility
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

9206

STATE OF OREGON

INTEROFFICE MEMO

DATE: August 26, 1980

DES 23
Br 16472

TO: Mr. Dale D. Allen
Region 4 Engineer

FROM: John M. Tindall
Supervising Structural
Design Engineer

SUBJECT:
D Canal (6th St., Malin) Br.
D Canal Bridge Section
6th Street, Malin
Klamath County
Bridge 16472

Enclosed are two reduced prints of drawings 35566 and 35567 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	By City
Structure	$ 62,000
Engineering and Contingencies	12,000
TOTAL	$ 74,000

We plan to call for bids on this section September 25, 1980.

Please make a field review and return one set by September 5, 1980 with your comments and/or corrections noted thereon.

JMT:dh
Enclosed

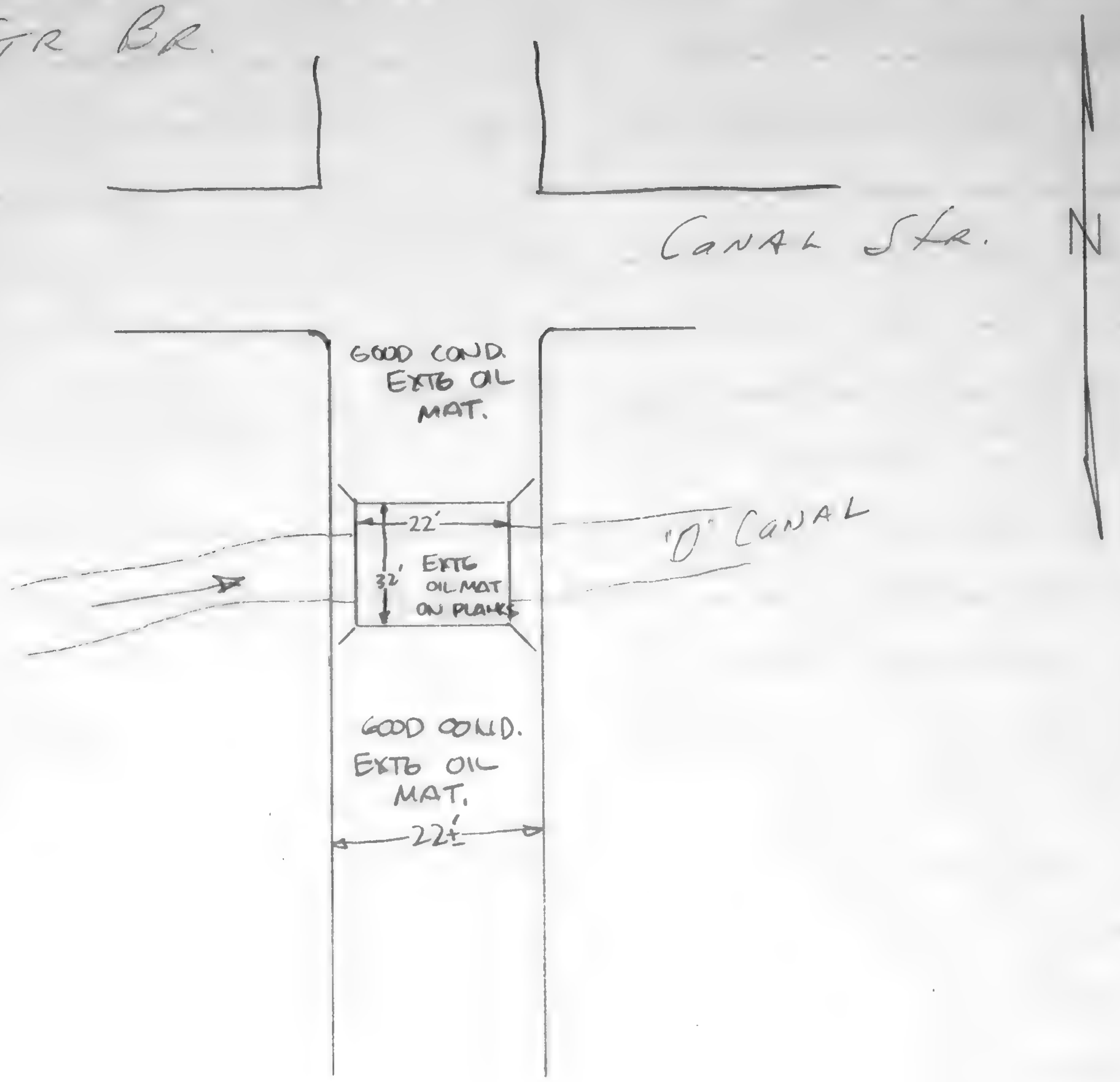
cc H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set
Utility Unit /w/ 4 sets encls.
Local Government
Engineering /w/ 1 set encls.
Wayne Cobine /w/ 1 set encls.

HAL

Contains Recycled

-4

MALIN
6th STR BR.


CANAL STR.
N
GOOD COND.
EXTG OIL
MAT.
22'
32'
EXTG
OIL MAT
ON PLANKS
"D" CANAL
GOOD COND.
EXTG OIL
MAT.
22'±

7206

RECEIVED

Malin

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
2557 Altamont Drive
Klamath Falls, OR 97601

In Reply Refer to
File No.:

1 Versteeg pl ✓
Anderson
2 Christensen JDC
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
AUG 29 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

August 22, 1980

Mr. Malcomb Crawford
Klamath Irrigation District
6640 K.I.D. Lane
Klamath Falls, OR 97601

Dear Mr. Crawford:

As per our conversation this date concerning the proposed detour route while the "D" canal (6th Street) Bridge in the City of Malin is being reconstructed we propose the following:

Close 6th Street north and south of the existing bridge, detour traffic to 7th Street where it is proposed to install a 30 inch culvert and make an at grade crossing by filling in the canal over the pipe. Any disturbance to the canal banks, or top will be repaired when the detour is removed to bring it back as close as possible to its original condition. No disturbance to the canal will be made during the irrigation season which is estimated April 15 to October 15 each year.

If this proposed detour meets with your approval would you sign below and return a copy of this letter to this office so that we can proceed with the contract. Currently the project is scheduled for a September 25, 1980 letting.

Very truly yours,

for
Wayne F. Cobine
Resident Engineer

WFC:tlc

APPROVED: Malcolm D. Crawford
Klamath Irrigation District

Date Aug. 26, 1980

REFERRED TO
2 Beard WCB
Stoudenmeyer
Mann
Cole
Watson
3 Erikson F.E.
Leu
Hager
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

cc Region
Design (Road) ✓
Bridge Design

Form 734-3122

7266

117 DOT Building
Salem, Oregon 97310

Highway # 2018

Profix 318-1963

Attention: Right-of-Way Section

Ⓐ

Subject: Federal Aid Project No. BR05-1801(1)
Project Name D Canal (6th St.) Bridge
6th Street 8-13-80

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 13 day of August, 1980

City of Vale

Certified By:

Regional Right-of-Way Supervisor
Date [illegible]

Mayor

McCulley
City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9206

CITY OF MALIN
BOX 61
MALIN, OREGON 97632
723-2021

August 13, 1980

John Hagedorn
Dept. of Transportation
Region 4
PO Box 5309
Bend, OR 97701

Re: D Canal-Sixth St. Bridge, Klamath County, City of Malin

Dear Mr. Hagedorn,

In reply to your letter/with preliminary bridge plans dated July 24, 1980, the City of Malin Council does request a bridge with a total width span of 44' - a 24' roadway, with two 4' shoulders; two 5' walkways, one on each side of bridge; and leaving a 2' allowance for railings, thus a total of 44'.

We are requesting your preliminary plan be changed to correlate with the above figures.

If you have any questions regarding this matter, please call me.

Sincerely,

Paul McCulley
City Recorder

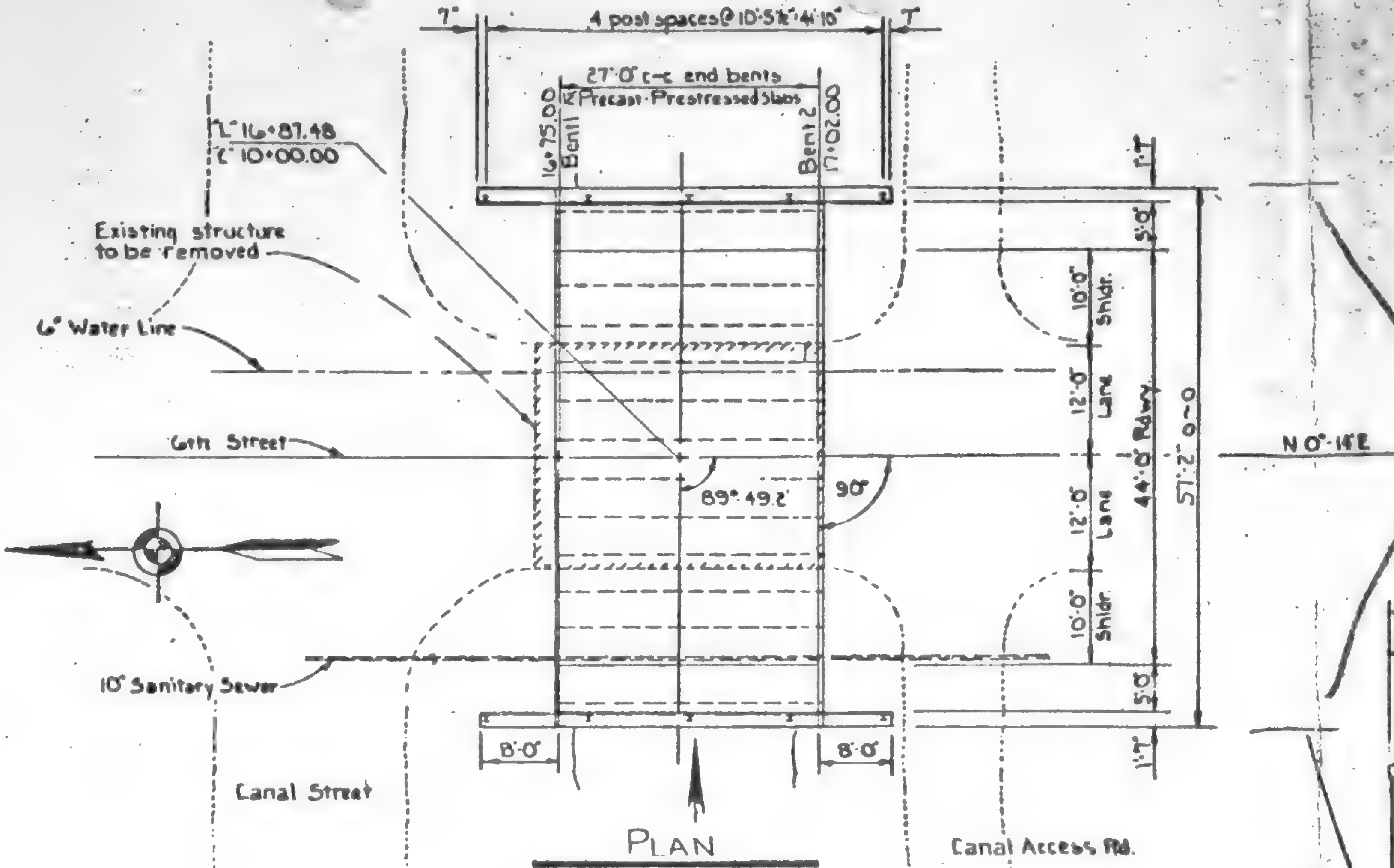
PM:jm

enclosure

[illegible] MANAGEMENT BRANCH
STE
☐

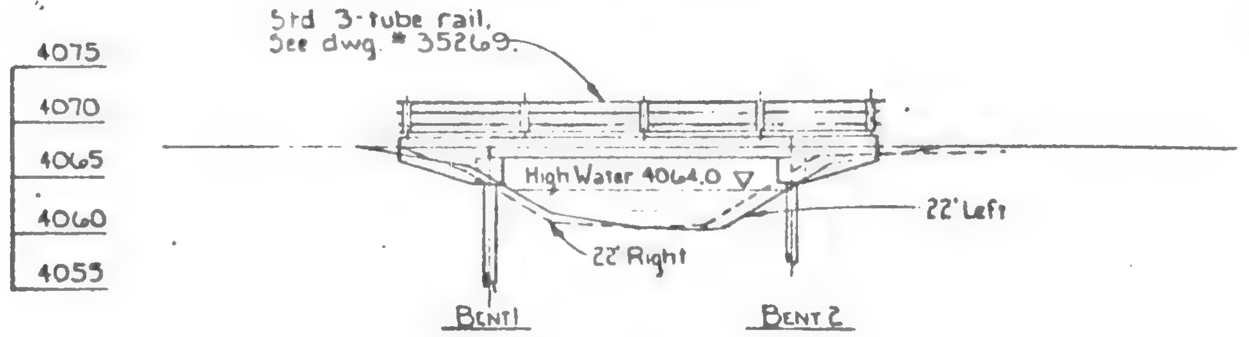
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

ROE RE RCE PLA FAE
RECEIVED GEO
RTE
RUE AUG 14 1980 RDE
RSO REGION 4 RBE
ASSIGNED____________


7"
4 post spaces @ 10'-5½" = 41'-10"
7"
27'-0" c-c end bents
12 Precast-Prestressed Slabs
16+75.00 Bent 1
Bent 2 17+02.00
℄ 16+87.48
℄ 10+00.00
Existing structure to be removed
6" Water Line
6th Street
10" Sanitary Sewer
Canal Street
89°-49.2'
90°
1'-1"
5'-0"
10'-0" Shldr.
12'-0" Lane
44'-0" Rdwy.
12'-0" Lane
10'-0" Shldr.
5'-0"
1'-1"
51'-2"
8'-0"
8'-0"
Canal Access Rd.
N 0°-14'E
44'

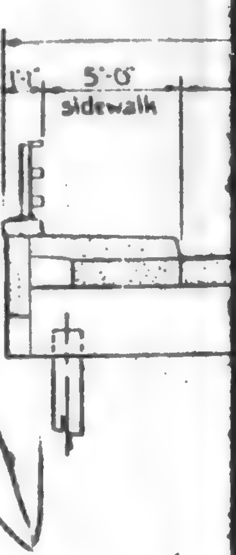
PLAN

Scale: 1" = 10'-0"


4075
4070
4065
4060
4055
Std. 3-tube rail. See dwg. # 35269.
High Water 4064.0 ▽
22' Left
22' Right
Bent 1
Bent 2

ELEVATION

Scale: 1" = 10'-0"


1'-1"
5'-0"
sidewalk

Roadway

2-Shoulder

2-Walkwa

Railing

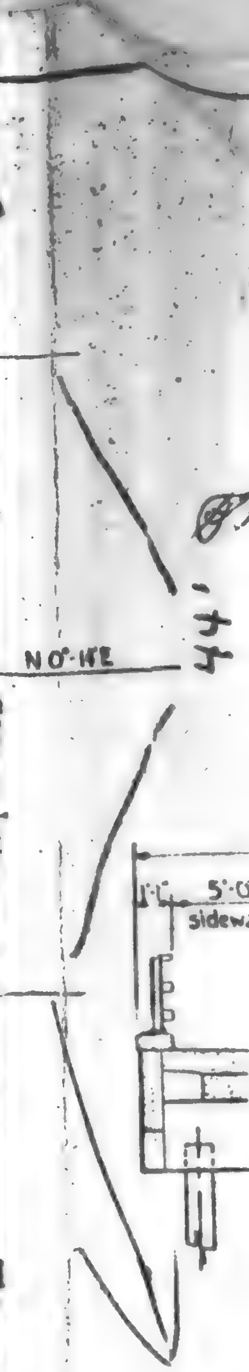
Total

CITY OF MALIN

APPROVED August 13, 1980
date

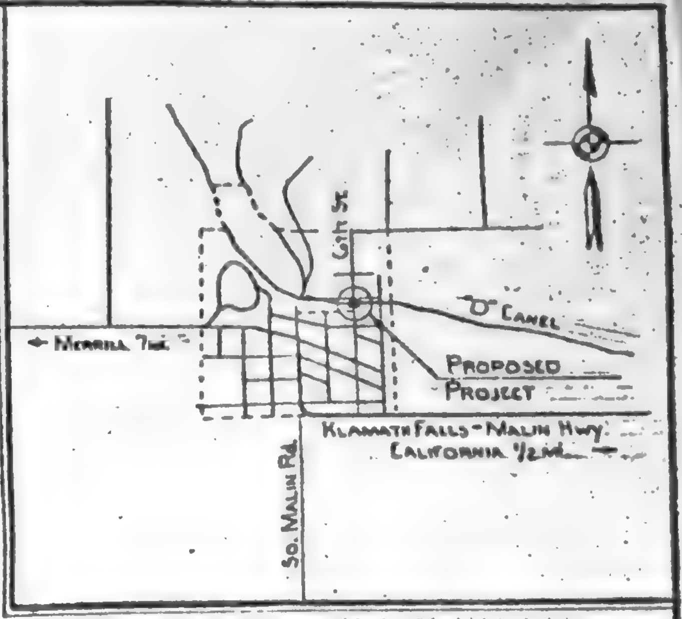
MAYOR Warren Marsh

CITY RECORDER Paul McCulley

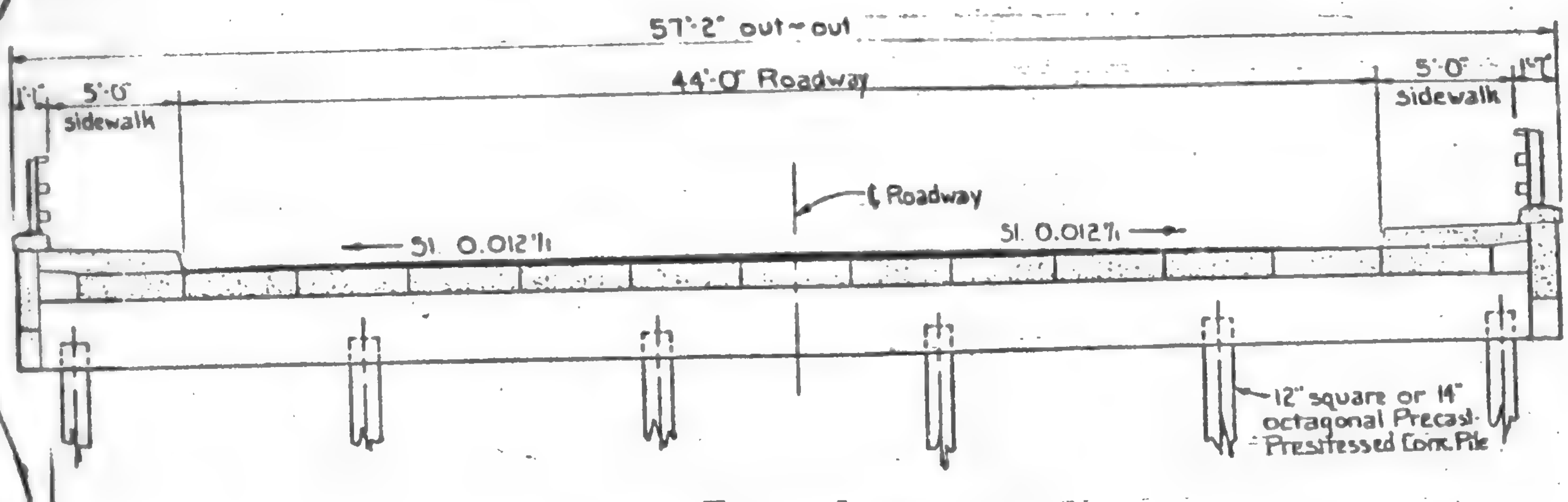


HYDRAULIC DATA

	DESIGN FLOW	INTERMEDIATE REGIONAL FLOOD
CAPACITY - cfs.	300	
FREQUENCY - yrs.		100
H.W. ELEVATION NATURAL CHANNEL ft.	4064.0	
H.W. ELEVATION CHANNEL CHANGE ft.		


6th St.
"D" CANAL
← MERRILL Hwy.
PROPOSED PROJECT
KLAMATH FALLS - MALIN HWY.
CALIFORNIA ½ mi. →
So. MALIN Rd.

VICINITY MAP


57'-2" out - out
44'-0" Roadway
1'-1"
5'-0" sidewalk
5'-0" sidewalk
1'-1"
℄ Roadway
← Sl. 0.012'/'
Sl. 0.012'/' →
12" square or 14" octagonal Precast-Prestressed Conc. Pile

TYPICAL SECTION

Scale: ¼"=1'-0"

Roadway	24'
2-Shoulders-4'	8'
2-Walkways-5'	10'
Railing	2'
Total	44'

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

"D" CANAL (6TH ST., MALIN) BRIDGE
"D" CANAL BRIDGE SEC.
6TH STREET, MALIN
KLAMATH COUNTY

PRELIMINARY PLAN & ELEVATION

APPROVED: P.E.
STRUCTURAL DESIGN ENGINEER P.E.
TECHNICAL SERVICES ENGINEER
DESIGNED C. Page
DRAWN J. Silbernagel
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

ACCOMPANIED BY DWGS.
DATE July 1980
BRIDGE NO. 16472
SHEET 1 OF 1
DRAWING NO. 35425

9206

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: August 12, 1980

Kenneth E Husby

FROM: Kenneth E. Husby
Special Programs Engineer

SUBJECT: City of Malin

I arrived in Malin before City Hall opened so I drove to the project site, the 6th Street Bridge over "D" Canal. This structure is on the Highway Bridge Replacement Program, and is the only north-south through street in town. 6th Street collects traffic from 2 new housing subdivisions north of town, in addition to a farming area served by two county roads, North Malin Road and Rajnus Road. Traffic on 6th Street is fairly heavy for a town of this size. The pavement condition of 6th Street itself is fairly good, as it was recently rocked and oiled. However, the structure itself is in poor condition.

After my site review I drove to City Hall where I met Paul McCulley, the City Recorder, who said the City was most anxious to receive the SCA project. He understands that bids are to be received on this structure on this project September 25, 1980. The State will be administering this project.

SCORE:

Traffic (Medium)	6
Wear to Road (Heavy)	10
Population Growth (1.8%)	3
0 Previous Projects	10
Last Project (0)	10
Very Interested	5
TOTAL	44

KEH:pf

ontains
Recycled
Materials
-125-1387

9206

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: MALIN Date 8-12-80
Population: 1975: 330 1980: 560
Street: 6th STR Bridge

No. of Previous Projects 0
Last Project 0 (Year)
Total SCA Funds $ 0
Funds/Capita $
Average/Capita $

Project Length ______ Mile
Right-of-Way Width ______ Feet

	Existing	Minimum	Proposed
Uncurbed Street			
Width of Travelway:	ft.	12 feet	ft.
Width of Shoulders:	ft.	4 feet	ft.
Curbed Street			
Width of Travelway:	ft.	12 feet	ft.
Width of Parking:	ft.	6 feet	ft.
Base Design			
Base Course:	in.	9 in.	in.
Leveling Course (Optional):	in.	2 in.	in.
Type of Surfacing: (i.e.: Oil, Asphalt, Gravel)		Asphalt	
Depth of Surfacing:	in.	3 in.	in.

Type curbs: ______ Walks: Width ______ ft. Length ______ ft.
Can street be closed during construction? No ______ Yes ______
Remarks:

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$	$	$
TEMP. PROT. & DIRECT TRAFFIC	ALL			
GENERAL EXCAVATION	CU. YD.			
___ AGGR. BASE ___ DEEP	SQ. YD.			
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC ___ DEEP	SQ. YD.			
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. YD.			
CONCRETE DRIVEWAYS	SQ. YD.			
___ INCH SEWER PIPE	LIN. FT.			
___ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
ADJUST INLETS	EACH			
Bridge (Precast 44 x 32	Sq ft	per bridge sect.		62000

Flagging by city

Total	$ 62000
Engineering & Contingencies (20%)	12000
Total	$ 74000
City's Estimated Share of Survey	$
TOTAL ESTIMATED COST	$ 74000

*Items include 10% allowance.

8-12-80 MALIN 1981 SCA

6th Street Bridge

2 new subdivisions
+ county roads.

Can street be closed. yes

who would construct detour? [✓ city?] Contractor?

Heavy 10

1. Traffic medhvy - 8

light 2

2. Wear - cond. poor 10

growth 2%

Photographs in
Org 7 - Br. - 'D' Canal

9266

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Dale D. Allen
Region 4 Engineer Attn. John Hagedorn

DATE: July 24, 1980

DES 23
Br 16472

FROM: John M. Tindall
Supervising Structural
Design Engineer

SUBJECT:
D Canal (6th St., Malin) Bridge HBR(OS)
D Canal Bridge Section
Klamath County
Bridge 16472

Enclosed are four reduced prints of drawings 35425 and 35234 which are the preliminary plan and elevation and vicinity map for the subject structure.

Concrete bridge approach panels have not been included in this project. They are not cost effective.

The 44-foot roadway with 5-foot sidewalks each side was requested by the City. They must provide a written commitment that the street will be widened to this section within five years, otherwise a 36-foot wide bridge without sidewalks is the most that can be provided.

The roadway slope will be 0.012 foot per foot if this does not cause a problem matching the city street.

Our present estimate of cost for the 44-foot roadway bridge is $72,000 plus $14,500 for engineering and contingencies. This does not include any money for grading and paving which the City has said they will do.

City [illegible]

Please use these prints to obtain the approval from the City of Malin. Return one set of prints and the written commitment on the width to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project September 25, 1980.

JMT:dh
Enclosures

cc H. A. Schell /w/ 1 set encls.
D. O. Christensen /w/ 1 set encls.
Local Government /w/ 1 set encls.
Environment (M. Banks) /w/ 1 set encls.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒
JUL 25 1980
REFERRED TO ________________
FOR ________________
FILE: PM FA LG.

Contains Recycled Materials

9206

CITY OF MALIN
BOX 61
MALIN, OREGON 97632
723-2021

July 3, 1980

Mr. John Hagedorn
Region 4, Federal Aid Engineer
State Dept. of Transportation
Bend, OR 97701

Ref: width of Sixth Street Bridge   [illegible] Bridge

Dear John,

In regard to our telephone conversation on the 44' width of the Sixth St. bridge, we feel the width is not excessive for the following reasons:

(1) Sixth St. is our second most heavily traveled street, serving a large farming area North and East of the city.

(2) We have two new subdivisions north of the bridge, with a large number of children who walk or ride bicycles back and forth across the bridge to school each day.

(3) Said bridge is the only access road to the Malin Community Park property on the North side of the canal, which is planned for future development. Development of this area will increase the use of said bridge considerably.

I have been instructed by the city council to request the Sixth St. Bridge width not be reduced from the original 44' width, because probable future needs will make it necessary to widen the road in the next few years.

Sincerely,

Paul McCulley

Paul McCulley
City Recorder

PM:jm

C.C. John [illegible]
Cliff [illegible]

RDE RE RCE PLA FAE
RTE RECEIVED GEO
RUE JUL 7 1980 RDE
RSO REGION 4 RBE
ASSIGNED N XI

9206

STATE OF OREGON

INTEROFFICE MEMO

Bend, OR 97701

TO: Frank Terpin
Location Engineer

DATE: April 7, 1980

FROM: Jerry C. Thackery
Region Design Engineer

SUBJECT:
"D" Canal Bridge Replacement
City of Malin
Klamath County

Attached for your review are the following Location maps and supporting data:

3 - copies	Location Engineer's Narrative Report ✓
1 - roll	Vicinity Map ✓
1 - roll	Cross Sections "L" Line ✓
1 - book	Field Notes and Cross Sections ✓

The book of photographs has been forwarded to Jack Davis, Bridge Section.

A detour might be considered in lieu of stage construction to handle traffic during construction. In talking to the field personnel, 5th. St. or 7th. St. could be connected across the canal. The side dikes at 5th. St. are about 2½ft high and would require about 50' of grading work. Seventh Street would need to be about 125' of grading with 3½ ft side dikes. The field crew felt the 7th. Street detour route would be easiest to maintain due to having an oil-wearing surface on each side of the canal, and 5th. St. is a dirt street for the most part. Of course, the detour concept would be plausable if replacement work was scheduled during the dry months of the canal.

to City-Co 4-9-80
Returned - 4-9-80
A

JCT:pw
Enclosures

RECEIVED
APR 8 1980
LOCATION
SECTION

```
 03 1 80                                                                 135.05
 03 1 80   87778      317 1927   901          152  P1   G          25.94   00701 002
 03 1 80   87533      317 1927   905          167  P1   G          51.03   00701 004
 03 1 80   87742      317 1927   905          167  P1   G         248.32   00701 016
 03 1 80   87742      317 1927   905          167  P1   G          29.60   00701 002
 03 1 80   87763      317 1927   905          167  P1   G         558.72   00701 036
 03 1 80   87763      317 1927   905          167  P1   G           6.00         000
 03   80   34006      317 1927   909          147  P1   G          71.92   00703 004
 03 1 80   87532      317 1927   909          167  P1   G           7.92   00401 001
 03 1 80   87733      317 1927   909          155  P1   G          48.68   00703 004
 03 1 80   87743      317 1927   909          167  P1   G           2.15   00301 000
 03 1 80   87775      317 1927   910          152  P1   G          19.84   02301 000
 03 1 80   87777      317 1927   910          152  P1   G          15.84   00401 002
 03 1 80   87784      317 1927   913          155  P1   G
                                                                23,789.31  *

 02                   318 1959                                      65.20
                                                                    65.20  *

 03 1 80   87859      318 1963   295               N9   G       2,220.00   00500
 03 1 80   87859      318 1963   295               N9   G       2,220.00CR 00500
 03 1 80   87736      318 1963   926          168  P1   G          37.74   01000 002
                                                                    37.74  *

                                          MARCH 31 1980
```

PE. Adv. Deposit
Transfer to Hwy
Fund

```
                  RECORD OF JOB DISBURSMENT FOR  03/80
 MONTH YEAR  VOUCHER NO     PREFIX     FUNCTION BRIDGE OBJECT P/N FUND      TOTALS

 02                         320 1937                                     2,833.01
 03 1 80     87278          320 1937      905           163   P1   G        6.00   00701 000
                                                                         2,839.01  *

 02                         320 1935                                     6,199.39
                                                                         6,199.39  *

 02                         320 1946                                       277.20
 03 1 80     87742          320 1946      905           167   P1   G       63.85   00701 005
 03 1 80     87528          320 1946      911           178   P1   G       83.24   01200 008
 03 1 80     87528          320 1946      911           178   P1   G      341.44   01200 022
 03 1 80     87737          320 1946      911           178   P1   G       11.03   01200 001
 03 1 80     87737          320 1946      911           178   P1   G       93.12   01200 006
 03 1 80     87737          320 1946      911           178   P1   G      124.16   01200 008
 03 1 80     87733          320 1946      914           155   P1   G       41.64   00401 002
 03 1 80     87795          320 1946      920           169   P1   G       35.96   00600 002
```

9206

"D" Canal Bridge
Sixth Street
City of Malin
2 - 80
NARRATIVE REPORT

This survey was initiated as the result of engineering, and construction - finance agreement between the City of Malin and the Department of Transportation, Highway Division.

The proposed work will be the replacement of an existing timber structure over the "D" Canal on Sixth Street.

The "D" Canal is under the control of the Klamath Irrigation District, located in Klamath Falls, OR. As per Malcomb Crawford, manager of K.I.D. the maximum flow of 300 cfs can be expected during the normal irrigation season, April 15 to October 15 each year.

The existing bridge is 24-feet wide, and 30-feet long. The new bridge is proposed 44-feet wide by 32-feet long with two 5-foot sidewalks. The grade of the new structure is the same as the existing, but by using 18-inch precast prestressed slabs about 0.4-foot additional clearance is available.

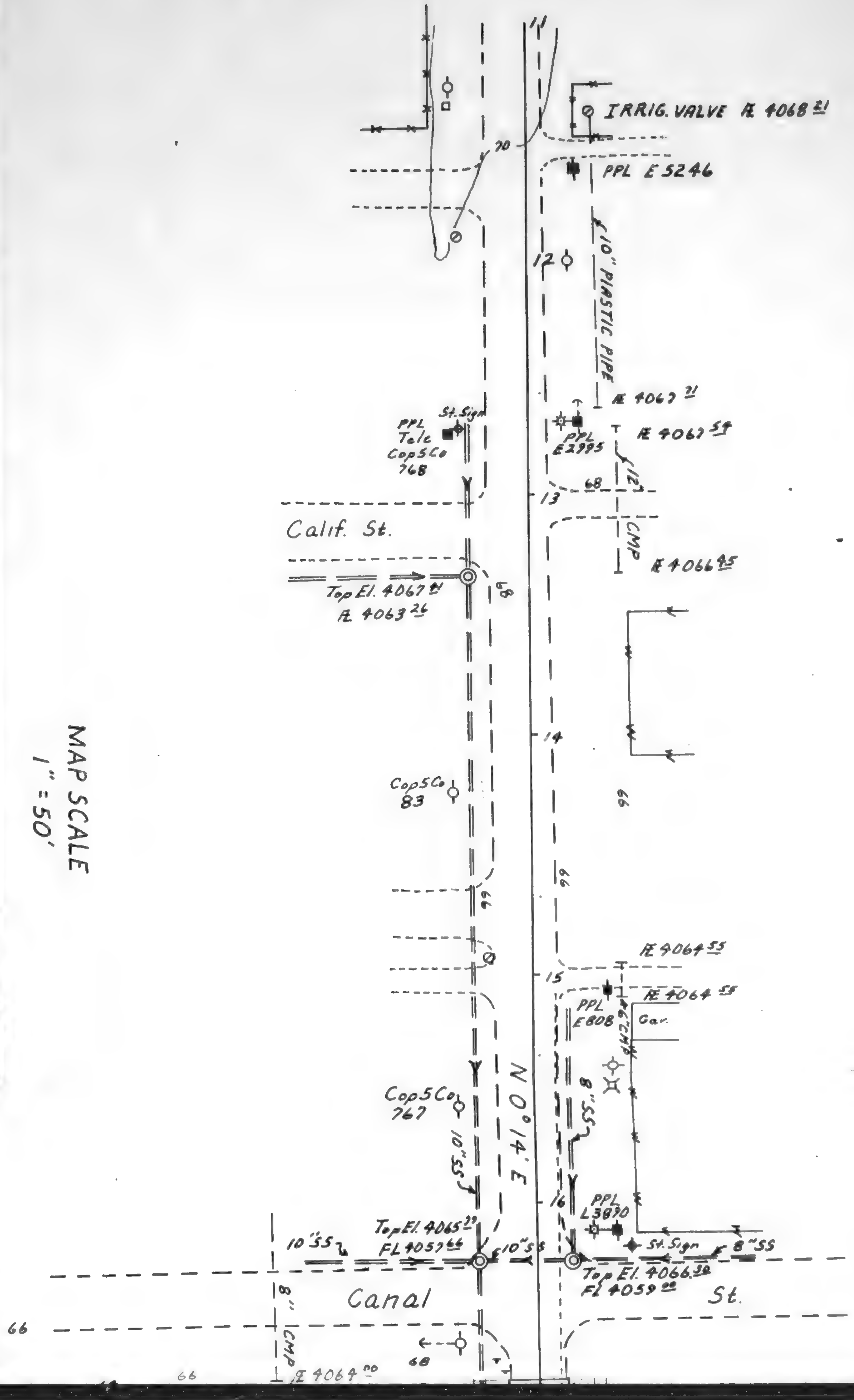
This project will only include the construction of the bridge and reconnection of the existing roadway surface. All the widening for the approaches will be done by others (City of Malin) when they widen Sixth Street, which is planned shortly after completion of the bridge.

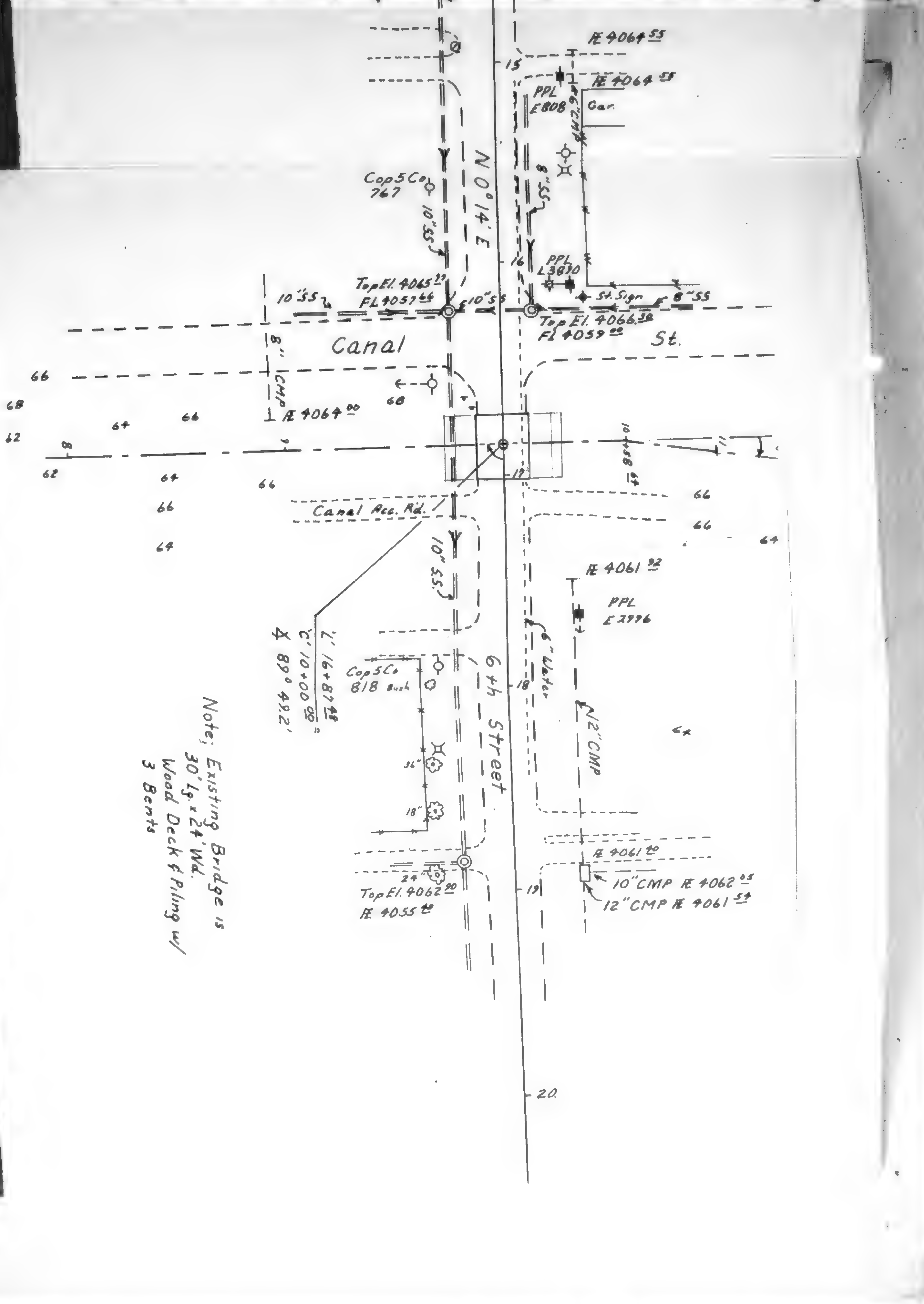
The construction sequence will have to be arranged so that one-way traffic can be maintained. Stage I, removed about half of the old bridge, construct one-half of the new abutment walls, place slabs and grout. Stage II, remove remainder of old bridge, construct remainder of abutments and place remaining slabs and grout. Stage III, open bridge to traffic, the same as the width of the roadway, and then complete the other incidental items.

There should be no guardrail flairs at the bridge ends as this section will have sidewalks and is in a residendual area.

Currently there are two (2) utilities which shall be watched carefully during construction. 1) A 6-inch water line is under the canal on the left side (east) with just over (1) one foot cover from flow line of the canal. 2) A 10-inch sanitary sewer line with just over (2) two foot clearance from the bottom on the canal. The sewer line is on the right side (west). If the new footings elevations are located below the utilities, then they shall be placed in a conduit. The telephone and power lines are overhead and should not be of any problem.

Wayne F. Cobine
Resident Engineer


IRRIG. VALVE Æ 4068 21
PPL E 5246
70
11
12
℄ 10" PLASTIC PIPE
Æ 4067 21
PPL E2995
Æ 4067 54
12"
68
13
CMP
Æ 4066 45
St. Sign
PPL Tele Cop5Co 768
Calif. St.
Top El. 4067 91
Æ 4063 26
68
14
Cop5Co 83
66
66
66
MAP SCALE
1" = 50'
Æ 4064 55
15
Æ 4064 55
PPL E808
6" CMP
Gar.
N 0°14' E
8" SS
Cop5Co 767
10" SS
16
PPL L3870
Top El. 4065 29
FL 4057 64
10" SS
10" SS
St. Sign
8" SS
Top El. 4066 30
FL 4059 00
Canal
St.
8" CMP
Æ 4064 00
66
68
66
68


FE 4064.55
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FE 4064.55
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Gar.
Cop5Co
767
N 0°14' E
10" SS
8" SS
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8" SS
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FL 4057.66
10" SS
10" SS
Top El. 4066.30
FL 4059.00
8" CMP
Canal
St.
66
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FE 4064.00
68
64
66
62
8
62
64
66
10+58.64
17
66
66
64
Canal Acc. Rd.
66
64
10" SS
FE 4061.92
PPL
E2996
6" Water
L' 16+87.48
C' 10+00.00 =
∡ 89° 49.2'
Cop5Co
818 Bush
6th Street
18
12" CMP
64
36"
18"
Note; Existing Bridge is 30' Lg. x 24' Wd. Wood Deck & Piling w/ 3 Bents
FE 4061.40
24"
Top El. 4062.90
FE 4055.40
19
10" CMP FE 4062.05
12" CMP FE 4061.54
20

U. S. DEPARTMENT OF TRANSPORTATI[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-11-80

FE[illegible]RAL AID PROJECT NO. [illegible]S-1801(1)

STATE PROJECT NO. see below

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 00043

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 20 '80
REFER TO [illegible]
FOR

2-20 [illegible]

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2/11/80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"D" Canal (6th Street) Bridge Section (Malin)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work TEC $14,100 with Federal participation limited to $11,280
☒ OTHER (Specify) see below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/10/80 I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e. Also, as requested in Mr. Swan's 1/10/80 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $85,900 federal funds $68,720 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 2/11/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

7206

Revised 1-1-79

SPECIAL CITY ALLOTMENT APPLICATION

CITY OF Malin Date Jan. 14, 1980

Street Name Bridge - Sixth Street Bridge (From To)
(Locate project on attached map)

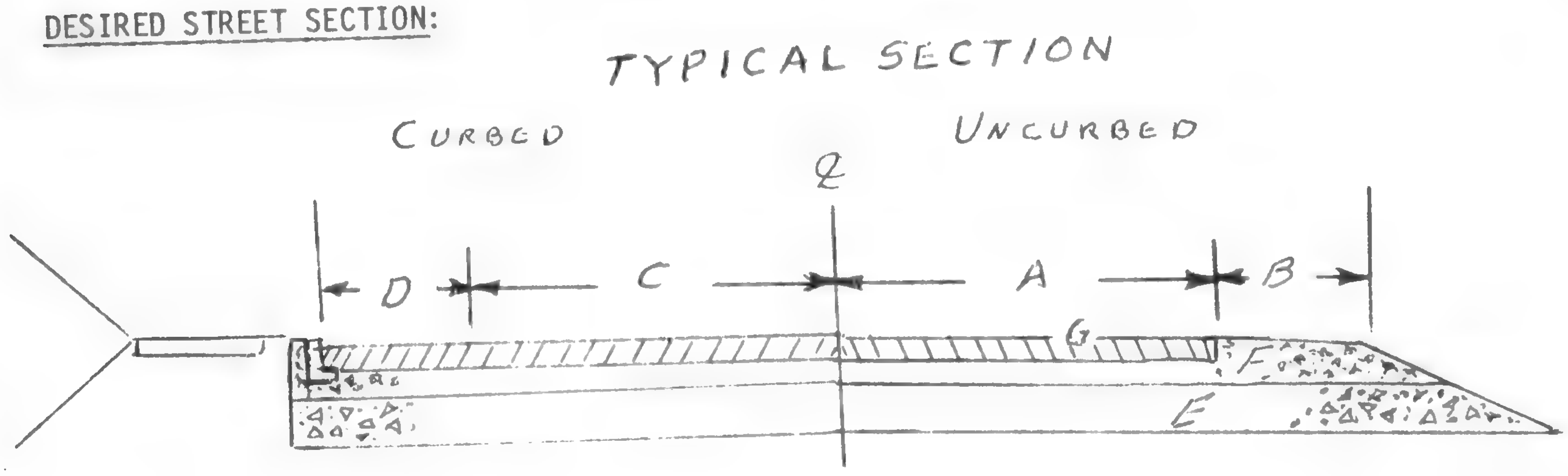
Project Length ______ AVERAGE DAILY TRAFFIC Cars 800 to 1,000 Trucks 10%

Up to $25,000 Special City Allotment Funds and 80,000.00 SBR Program City Funds

City Funds will be available after (Date) ?

ROADWAY PROJECT DATA

DESIRED STREET SECTION:



		EXISTING	MINIMUM	PROPOSED
Uncurbed Street:	A - width of travel way:	____Feet	12 Feet	____Feet
	B - width of shoulders:	____Feet	4 Feet	____Feet
Curbed Section:	C - width of travel way:	____Feet	12 Feet	____Feet
	D - width of parking:	____Feet	6 Feet	____Feet
Base Design:	E - Base Course:	____Inch	9 Inch	____Inch
	F - Leveling (Optional):	____Inch	2 Inch	____Inch
	G - Type of Surfacing: (I.e. Oil, Pave or Gravel)	____	Asphalt	____
	Depth of Surfacing	____Inch	3 Inch	____Inch

Can street be closed during construction? No____ Yes X___

Has City established grade on street? No____ Yes____

Site for disposal of excess excavated material:________________________________

____

Remarks:____

____

DRIVEWAYS:

Construct as part of project? No X___ Yes____ How many?______________

Does city ordinance specify width and number of driveways permitted? No____ Yes___

Remarks:____

____

CONCRETE CURBS:

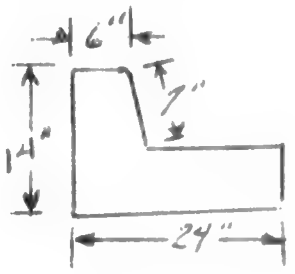
Construct as part of project.____NO____ Now in place ______________

Width between present curbs: ______________Feet

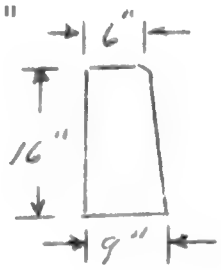
Length of desired radius on curb returns: __________Feet

What type of curbs does city desire?______________________________

A_____
Monolithic



B_____
Type "C"



C_____
Other

Explain____

____

____

SIDEWALKS:

Construct as part of project. No____ Yes X on structure

Width	Length	Side of Street
________feet	________feet	North______East______
________feet	________feet	South______West______

Distance between present sidewalks: — feet

Is utility strip required? No____ Yes____: Width: ____feet

Remarks____

____

____

____

STORM SEWERS:

Construct as part of project. N/A Now in place ________

Are they adequate for increased flow? No____ Yes ____

Indicate depth of main lines from present surface: ________feet

(Show location of outfall on attached map)

SANITARY SEWERS: (City to adjust if required)

Now in place? No N/A Yes____

Depth of sewers from present surface:________feet

Remarks:____

____

____

____

BRIDGE PROJECT DATA

1. Name of Bridge: Sixth Street Bridge Bridge No. None

2. Name of River or Stream: Klamath Irrigation Dist. D Canal

3. Does City wish a particular type of bridge design? No____ Yes X

   Type desired: Precast Concrete

4. Roadway width of bridge: 34'

5. Width of sidewalks: on upstream 5' downstream 5' side of bridge?

6. Will detour be constructed and maintained by City? Yes

   By contractor?________

7. Construct approaches or connections? By City X By Contractor________

8. Will old bridge remain in place? No Removed by City? Yes

   By Contractor?________ Salvaged for future use? City

9. Lightpost bases and conduit installed? No No Yes____

10. Will any of the following utilities be attached to this structure?

    a) Water Mains: No No Yes____ Size____

    b) Sanitary Sewer Mains: No X Yes____ Size____

    c) Storm Sewer Mains: No X Yes____ Size____

    d) Gas Mains: No X Yes____ Size____

    e) Power Lines: No X Yes____

    f) Telephone Lines: No X Yes____

    g) Other Utilities? None

11. Remarks: Total width , 44' , #### With sidewalks on each side 5'

GENERAL INFORMATION:

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: ________feet

Additional right-of-way required? No____ Yes____

State to furnish right-of-way descriptions? No____ Yes____

WATER MAINS: (City to adjust if required)

Now in place? No____ Yes____ How deep from present surface?________feet

Remarks____

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? No____ Yes____ Company? ______________________________________

Electric Poles? No____ Yes____ Company?___________________________________

Telephone poles? No____ Yes____ Company?__________________________________

Railroad tracks? No____ Yes____ Company?__________________________________

Is crossing presently protected by automatic railroad signals? No____ Yes____

Remarks:____

____

____

General remarks:____

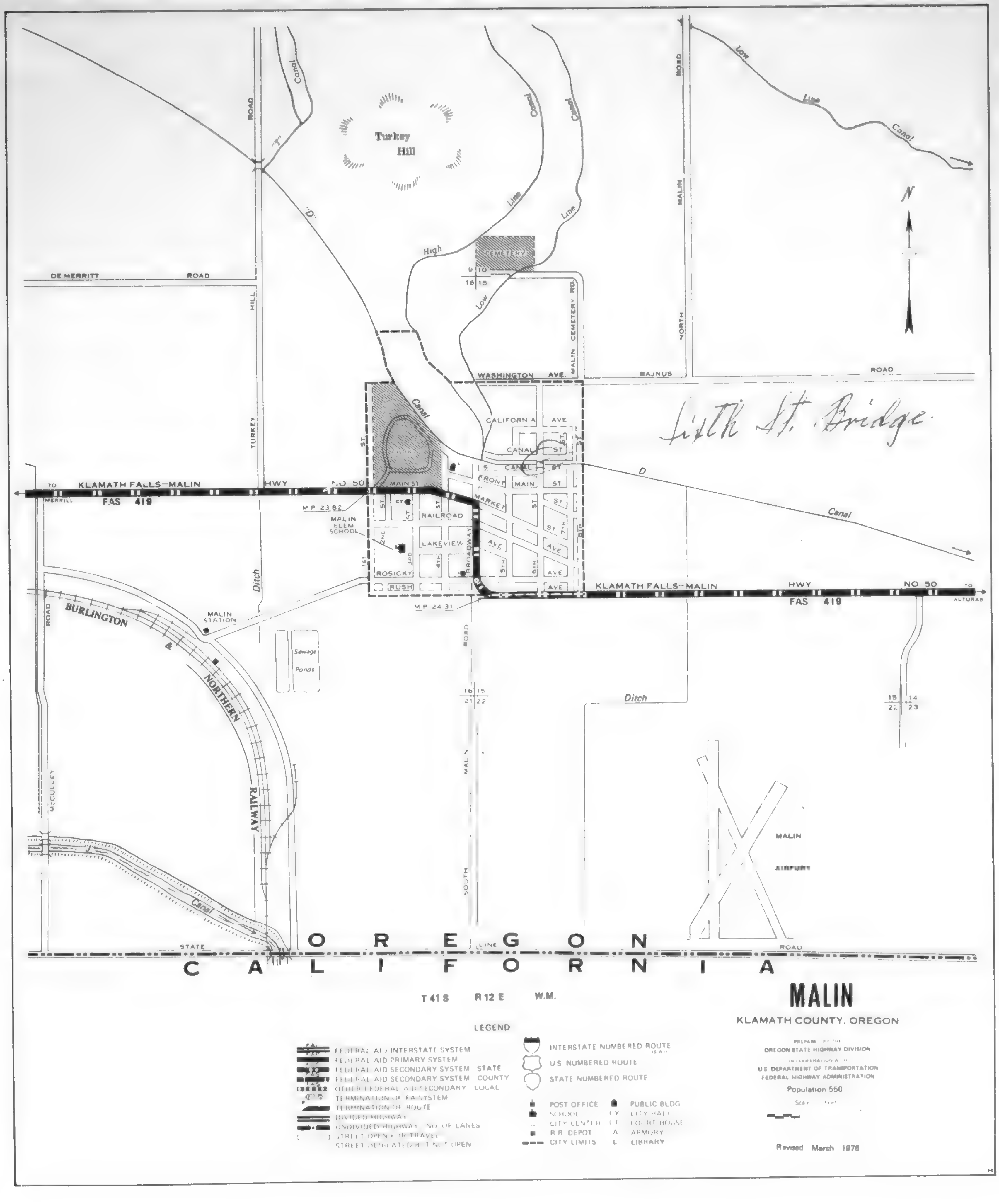
____

____

By____________________________________
Mayor

By Paul McCulloy
City Recorder

By____________________________________
City Administrator or City Engineer


Turkey Hill
Canal
High Line Canal
Low Line Canal
Low Line Canal
"T" Canal
"D" Canal
CEMETERY
DE MERRITT ROAD
TURKEY HILL ROAD
MALIN CEMETERY RD
NORTH MALIN ROAD
WASHINGTON AVE.
BAJNUS ROAD
CALIFORNIA AVE
CANAL ST
S. CANAL ST
FRONT
MAIN ST
MARKET
RAILROAD
LAKEVIEW
BROADWAY
ROSICKY
RUSH
AVE
1ST ST
2ND
3RD
4TH ST
5TH
6TH
7TH
8TH
CY
MALIN ELEM SCHOOL
TO MERRILL
KLAMATH FALLS–MALIN HWY NO 50
FAS 419
M.P. 23.82
M.P. 24.31
TO ALTURAS
MALIN STATION
Ditch
Sewage Ponds
BURLINGTON & NORTHERN RAILWAY
MCCULLEY ROAD
SOUTH MALIN ROAD
16 15
21 22
15 14
22 23
9 10
16 15
MALIN AIRPORT
N
STATE LINE ROAD
O R E G O N
C A L I F O R N I A
T 41 S R 12 E W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale Feet

Sixth St. Bridge

MALIN

KLAMATH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 550

Revised March 1976

SPECIAL CITIES ALLOTMENT

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Malin, Oregon is an incorporated city of the State of Oregon and has a population of 560 as given by the latest official census; and

WHEREAS, the following streets of said city, Malin

6 th Street Bridge

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

1977 Revision

4. That the City of Malin does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Paul Mc Culley- Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5 day of Feb., 1980.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Malin at a regular or special meeting of said Council, held on the 5 day of Feb., 1980, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5 day of Feb., 1980.

Paul L McCulley
City Recorder

9206

January 11, 1980

PRO 6

City of Malin
City Hall
Malin, Oregon 97632

Attn: Paul McCulley
City Recorder

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the "D" Canal (6th Street) Bridge.

Financial sharing of the preliminary engineering is:

Total P.E.	$14,100.00
Federal Funds	11,280.00
Local Share	$ 2,820.00

Please make your check in the amount of $2,820.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

PFH:pf

bcc w/AD # 717: Vern Skoog - Please return completed AD # 717 when check is received.
Region 4 Federal Aid Engineer, John Hagedorn

[illegible]

9206

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00043
Project No. BROS-1801(1)
"D" Canal (6th St.) Bridge Sec.
Klamath County

Attached is data for the subject project.

I request the following:

(1) Confurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

(2) Authorization to proceed with preliminary engineering all phases including utility preparatory work at an estimated total cost of $14,100 with an obligation of $11,280 in federal funds.

(3) Authorization for construction at an estimated total cost of $85,900 with an obligation of $68,720 in federal funds.

CL:fkc
Attachments

cc: D. Allen (Region 4)
F. Hildebrandt ✓

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

1-10-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., 6th Street in Malin	**ADT**	PRESENT DHV 80 800	FUTURE (66) (70) --	YEAR (71) (72) --	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., One Bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 23 BROS-	NUMBER 7 1801

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (Off system)	COUNTY NAME Klamath			
	NAME OF URBAN AREA 17-31	ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36)	(37) U. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"D Canal (6th St.) Bridge Section"	0.01	14,100	11,280	--	2,820
5					**ROW**							
5					**CONST** (CODE) X080			0.01	85,900	68,720	--	17,180

CARD 1	CODE	PREPARED BY CL	PROJECT TOTALS	0.01	100,000	80,000	20,000
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1956

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

1-10-80

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St., 6th Street in Malin		DHV 80 800	--	--	10	Oregon	41	117	00043

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
								BROS-	1801	(1)		

Bridge Replacement (Off system)

COUNTY NAME Klamath CODE 035

ROUTE NO. N FEDERAL-AID Non STATE City St. U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"D Canal (6th St.) Bridge Section"	0.01	14,100	11,280	--	2,820 (City)	ROW-80' normal; Access Control-none; Parking Restrictions- None
OW								
ONST (CODE) 080			0.01	85,900	68,720	--	17,180 (City)	
CL		PROJECT TOTALS	0.01	100,000	80,000		20,000 (City)	

PROVAL DATES 10-4-79

REMARKS

- over -

"D" Canal (6th Street) Bridge Section

Project No. BROS-1801 (1)

Existing Facility: 31-foot timber bridge #35C214 with horizontal clearance of 24 feet.

Adjacent Sections: 24-foot A.C. surfaced roadway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Remove existing structure and construct 32-foot prestressed concrete slab span bridge with horizontal clearance of 44 feet and widen approach roadways. Adjust utilities as required.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved

Airports: Malin Airport is located 1-1/2 miles S.E. of the project.

Exceptions to Minimum Design Standards: None anticipated.

FHPM 4-1-4 Requirements: Exempt from A-95 review

FHPM 7-7-2 Requirements: Nonmajor action under the provisions of paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY 80 Annual Program in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.

December 4, 1979

City of Malin
City Hall
Malin, OR 97632

AGR-4-1

Attention: Paul McCulley
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7186

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the replacement of the "D" Canal (6th Street) Bridge in Malin.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

9206

OREGON STATE HIGHWAY DIVISION (CT80001) 11

AUTHORITY FOR SURVEY

Section "D" Canal (6th. Street) Bridge 11-9-79

Highway 6th. Street (Malin)

County Klamath

Date November 9, 19

Authorization No. 1

Survey Prefix 318-1963 (Assigned by Salem office)

Description of termini, route, length, etc.:

6th. Street @"D" Canal, Malin

Proposed:

Replace existing structure.

Purpose of survey:

Prepare plans, specifications and estimate of cost for a Highway Bridge Replacement Program project.

BROS-1801(1)
2-11-80

		Estimate of Co
Field Survey	(901)	$1,500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	5,000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	1,000
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	200
Photogrammetry	(916)	~~1,000~~
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Office Engineer	(920)	50
Specifications	(921)	700
Environmental	(923)	10
Foundation Exploration	(926)	2,500
Adm Serv(Eng)	(922) ~~(930)~~	5
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Approved 7-17-77

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$14,100
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Request made by: A Hagedorn

Recommended for Approval: Dal Allen

Recommended for Approval: Frank E. Perpin
Location Engr.

Approved: E S Hunter

PH

9206

PLA 14-2

FILES

September 28, 1979

Fred Hildebrandt
Special Programs Engineer

City of Malin

On September 24, 1979, during a discussion with Paul McCulley, City Manager, City of Malin, on his application for Bridge Replacement of the "D" Canal (6th Street) Bridge. It was determined that there would be very little roadwork required on the project. Mr. McCulley stated that the City would do what roadwork that would be required. He also stated that the road could be closed although it would add some inconvenience.

Preliminary Engineering was raised to $10,000.00.

FFH:pf

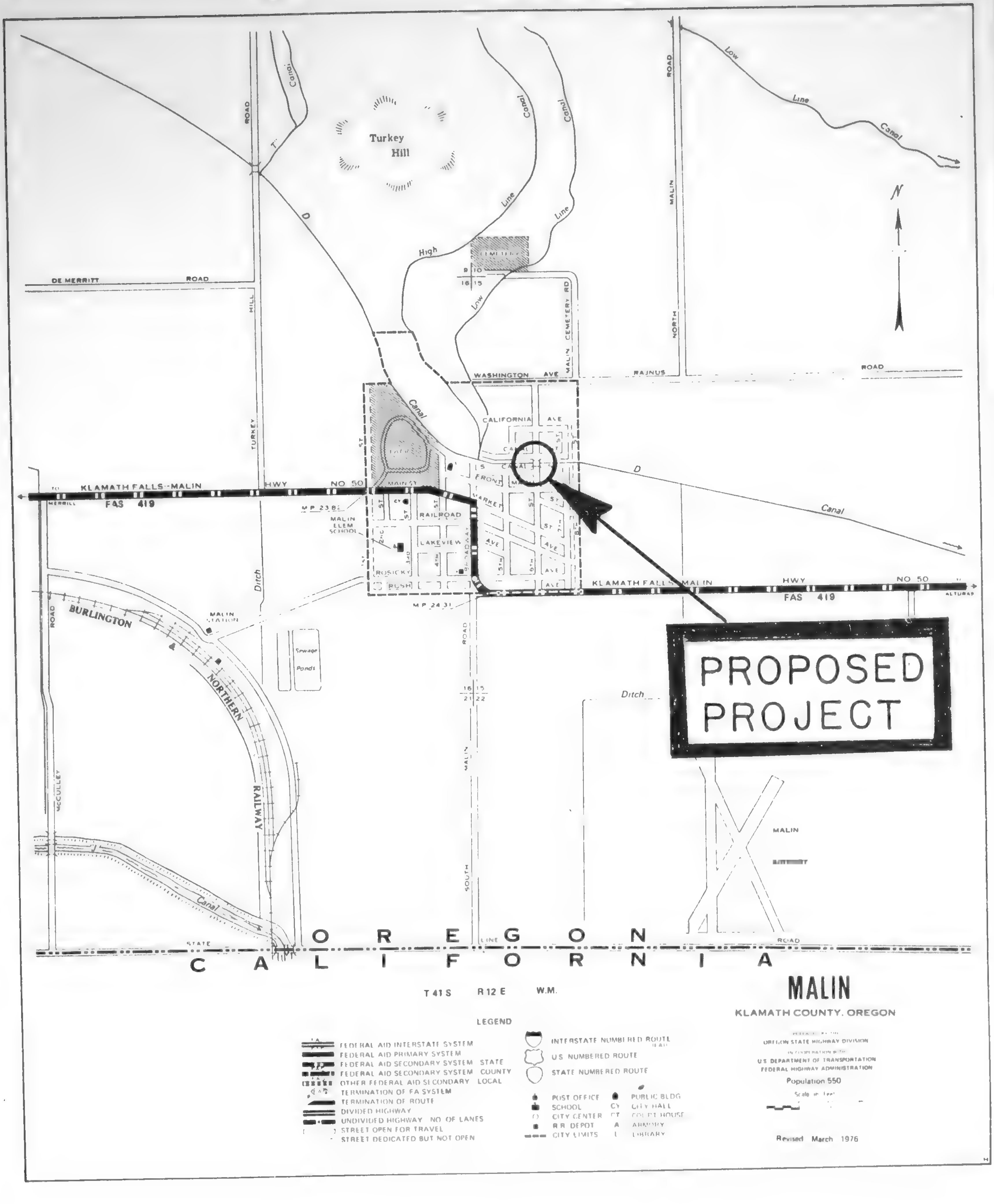
cc: C. T. Keasey
Dale Allen, Region 4
Resident Engineer, Region 4
W. J. Hart
F. E. Terpin
D. O. Christensen
R/W Supervisor, Region 4
John Hagedorn, Region 4

Proposed Special Highway Bridge Replacement Project

City of Malin is requesting a $100,000 project for preliminary engineering and construction of a 32-foot concrete slab structure and approaches over "D" Canal on 6th Street. The project will develop the environmental statement and provide plans and contract documents for replacement of the existing timber structure. The State will perform the preliminary and construction engineering work. The 20 percent local match will be provided by City of Malin. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	County Share
City of Malin	"D" Canal (6th Street) Bridge	$100,000	$80,000	$20,000

Region 4 and this office investigated the proposed project confirming its validity and financing utilizing Special Highway Bridge Replacement funds.



PROPOSED PROJECT
Turkey Hill
Low Line Canal
High Line Canal
D Canal
T Canal
DE MERRITT ROAD
TURKEY HILL ROAD
MALIN CEMETERY RD
NORTH MALIN ROAD
WASHINGTON AVE
RAJNUS ROAD
CALIFORNIA AVE
CANAL ST
FRONT ST
MAIN ST
MARKET ST
RAILROAD
LAKEVIEW AVE
ROSICKY
BUSH
BROADWAY
MALIN ELEM SCHOOL
KLAMATH FALLS–MALIN HWY NO 50
FAS 419
TO MERRILL
TO ALTURAS
M P 23.81
M P 24.31
Ditch
Sewage Ponds
MALIN STATION
BURLINGTON NORTHERN RAILWAY
McCULLEY ROAD
SOUTH MALIN ROAD
MALIN AIRPORT
STATE LINE ROAD
OREGON
CALIFORNIA
N
T 41 S
R 12 E
W.M.
MALIN
KLAMATH COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 550
Scale in Feet
Revised March 1976
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

9206

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701

September 6, 1979

FROM: J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Proposed Off-System SBR Project
"D" Canal Bridge, 6th. St.(Malin)
Exist. Br. No. 35C214

TO: D. E. Swan
Project Management

Enclosed is the project request and draft assessment for the subject project. This bridge is on the priority list of off-system bridge replacements for fiscal 1980.

You will note that the estimate of cost has been altered. This was discussed with and concurred by Mr. Paul McCulley, Malin City Recorder. I intend to type up a corrected project request and obtain the City's signatures. However, I did want to get the request in the mill as soon as possible, hence this altered copy.

JRH:pw
Enclosure

Attached is corrected copy as above promised.

File 11/5/79

9-17-79
CC Program Packet
to Swan.
Ⓗ

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
P E ☐ RE ☐ PRE ☑
SEP 11 1979
REFERRED TO
FOR
FILE: PM FA LG.

9206

FEDERAL AID PROJECT REQUEST

Date August 27, 1979

Applicant Agency City of Malin
Request for: Off-System____, FAS-C____, FAUS____ Project SBR Off-system
Federal Aid Route No.____ Route Name Sixth Street
Project Name Sixth Street Bridge
Project Length 32 feet Project Location (Attach sketch map)
Project Description
Construct new concrete bridge

Average Daily Traffic 800 to 1000 Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 feet Travel Lanes 2 Shoulders 0
Medians no Parking no
Sidewalks No
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 Feet Travel Lanes 2 Shoulders No
Medians No Parking No
Curbed No Length Curb Radii
Sidewalk/Bikeway Yes 5' Both Sides
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location See Map

Type Wood

Approach Roadway Width 24' Shoulder Width 3'

Length 31' Width 24'

To remain in place? No

2. Proposed Structure:

Location Same as old Bridge

Approximate Size: Length 32' Width 44'

Are sidewalk/bikeways desired: Yes, both sides - 5 Ft. Wide

Are any utilities to be attached to structure? None

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ____ Office
2. Environmental ____ Office
3. Public Hearing ____ Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X ________. Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ None
Right-of-way costs (if participating)	None
Traffic control	None
Illumination	None
Structures	$ 70,400
Railroad	None
Other Const. Engrg. & Contingencies, 20%	14,080
Preliminary engineering 10%	7,040
Sub Total	$ 91,520
Inflation Factor	8,480
TOTAL:	$100,000

Remarks Traffic control and Engineering included in structures estimate.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

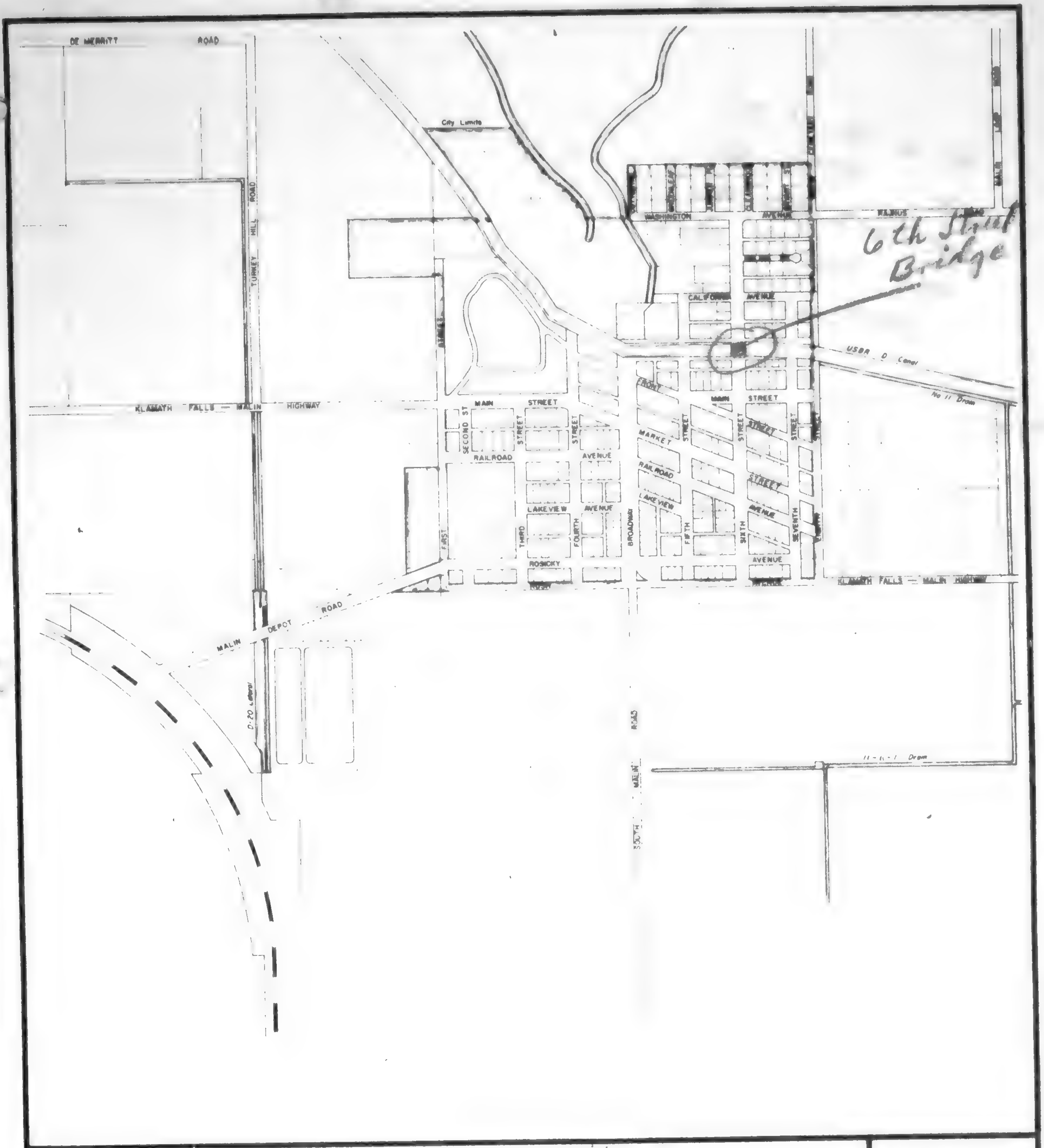
CITY OF Malin and/or ________ COUNTY

By Warn March By________

By Paul McCulley By________

By________

(1976)


DE MERRITT ROAD
City Limits
TURKEY HILL ROAD
KLAMATH FALLS — MALIN HIGHWAY
WASHINGTON AVENUE
CALIFORNIA AVENUE
USBR D Canal
No 11 Drain
MAIN STREET
FRONT STREET
MARKET STREET
RAILROAD AVENUE
LAKEVIEW AVENUE
ROSICKY AVENUE
FIRST
SECOND ST
THIRD STREET
FOURTH STREET
BROADWAY
FIFTH STREET
SIXTH STREET
SEVENTH STREET
MALIN DEPOT ROAD
D-20 Lateral
SOUTH MALIN ROAD
11-K-1 Drain

6th Street Bridge

CITY OF MALIN

Prepared by Lyon B. Stegen & Associates, Inc.

north

scale in feet

1980 Beaverton-Tualatin Hwy. 9207
@ Hunziker St. in Tigard.
(Traffic sig. install.)

C+A 7329

10/9/80 9/29/80

LOGAN 04. McGREGOR, TX U.S.A.

August 12, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9207

Gentlemen or Ladies:

On August 4, 1982, we wrote to you concerning release of final payment on Contract No. 9207 awarded to Hansen Electric Company, Inc., for traffic signal installation on the Beaverton-Tualatin Highway at Hunziker Street in Tigard, Washington County.

Final payment on this contract is $1,000 and the total contract amount is $110,576.75, including $780.13 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hansen Electric Company, Inc.
1127 S. Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
E. L. Hardt

72.07

8-82

file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Todd Building Co. No. 9198	Justice Center, Phase 2 Multnomah County	July 12,1982
Mill Plain Elect., Inc. No. 9388	SE Powell Blvd. @ SE 174th Ave. Multnomah County	July 20, 1982
W. R. Grasle Co. No. 9366	Mt. Hood Hwy. @ Towle Ave. (Gresham) Multnomah County	July 20, 1982
Roy L. Houck Construction Co. No. 9290	"S" Curve (Woodburn) Marion County	July 20, 1982
Mill Plain Electric,Inc. No. 9387	NE Columbia Blvd. @ NE 47th Ave. Multnomah County	July 30, 1982
Roy L. Houck Const. No. 9260	Clackamas/Boring Hwy. @ SE Foster Rd. (Damascus) Clackamas County	July 30, 1982
Elting, Inc. No. 9086	NE Hancock St.-SE Yamhill St. Multnomah County	July 30, 1982
Gresham Paving, Inc. No. 9250	SE 257th Dr.-SE Division Dr. Multnomah County	August 3, 1982
Hansen Electric Co., Inc. No. 9207	Beaverton/Tualatin Hwy. @ SW Hunziker St. (Tigard) Washington County	August 3, 1982
G.S.Hulsey Crushing,Inc. No. 9447	Port Orford Rock Production Curry County	August 3, 1982

August 4, 1982

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

9207

4

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION BEAVERTON/TUALATIN HWY @ SW HUNZIKER STREET (TIGARD)	WEEK ENDING January 16, 1982	SECTION PREFIX 134-1145
HIGHWAY BEAVERTON-TUALATIN	COUNTY WASHINGTON	
NAME OF JOB BEAVERTON/TUALATIN HWY@HUNZIKER	KIND OF WORK TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR HANSEN ELECTRIC CO.	CONTRACT NUMBER 9207	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT NOVEMBER 17, 1980	DATE WORK STARTED MARCH 16, 1981	ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

PROJECT AUTHORIZATION: $ 116,078.76

EXCLUSIVE OF ENGINEERING: $ 106,874.28

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 110,709.64

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 3.6 %

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 200

SPECIFIED COMPLETION DATE

ENGINEERING AUTHORIZATION $ 9,204.48

ENGINEERING COST TO DATE $ 16,000.00

PERCENT OF AUTHORIZATION 173.8 %

WORK DAYS USED

CALENDAR DAYS USED 200

PERCENT OF TIME ELAPSED 100

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 108

DATE PROJECT WAS COMPLETED: JUNE 30, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		CONDUIT FOOTINGS	POLES	WIRING	SIGNALS	FIRE PRE-EMP SYSTEM		
PERCENT		100	100	100	100	100		

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	10	Cloudy	0		
MONDAY	11	Rain	0		
TUESDAY	12	Cloudy	0		
WEDNESDAY	13	Cloudy	0		
THURSDAY	14	Cloudy	0		
FRIDAY	15	Cloudy	0		
SATURDAY	16		0		

K

RECEIVED
JAN 18 1982
CONSTRUCTION BRANCH
FOE
CCE
SCS
LEO
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Jan 10 SUNDAY	NO ACTIVITY
Jan 11 MONDAY	NO ACTIVITY
Jan 12 TUESDAY	NO ACTIVITY
Jan 13 WEDNESDAY	NO ACTIVITY
Jan 14 THURSDAY	NO ACTIVITY
Jan 15 FRIDAY	NO ACTIVITY
Jan 16 SATURDAY	NO ACTIVITY

REMARKS

PROJECT STATUS: All field work is complete.
Signals were activated on June 30, 1981.

ANTICIPATED NEXT WEEK: Will submit Semi-Final Estimate next week.
THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Jerry C. Street LOCATION West Linn, Oregon
JERRY C. STREET, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9207 56074

file

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 2 1981
NORMA PAULUS
SECRETARY OF STATE

December 1, 1981

IN REPLY REFER TO
FILE NO.:
CON 5
#9207 & #9208

Mr. Joseph A. Yazbeck, Jr.
Attorney at Law
735 S.W. 1st Avenue
Portland, OR 97204

RECEIVED
DEC 2 1981
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Yazbeck:

This will acknowledge receipt of your letter of November 19 with two claims from Dirt and Aggregate Interchange against Hansen Electric Company, Inc. on the following contracts:

> Claim for clearing and grubbing, excavation, placement of rock, finish work, miscellaneous materials, placement of utilities and paving in the sum of $18,792.53 on Contract No. 9207 for traffic signal installation on the Beaverton-Tualatin Highway at Hunziker Street in Tigard.
>
> Claim for demolition, clearing and grubbing, excavation, placement of rock, finish work, miscellaneous materials, placement of utilities, placement of concrete, paving and trucking rental in the sum of $103,502.30 on Contract No. 9208 on S.W. Murray Boulevard-S.W. Walker Road in Beaverton.

As you know, United Pacific Insurance Company furnished the bonds on these two contracts. It appears you have notified them of these claims. We will advise the prime contractor and we will also forward the claims to the Secretary of State for filing.

Please advise this office when your client's claims have been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hansen Electric Company, Inc.
1127 S. Broadway
Coos Bay, OR 97420

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copies of this letter.

[illegible]TED C

12-4-81 dmc

ALLEN & YAZBECK
ATTORNEYS AT LAW
735 S.W. 1ST AVE. 3RD FLOOR
PORTLAND, OREGON 97204
503-224-2147

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.

November 19, 1981

Robert Gormson
Manager, Oregon State Department of
Transportation Commissions Services
Room 122
Department of Transportation Bldg.
Salem, Oregon 97310

RE: Hansen Electric, Southwest Murry Blvd.-Walker Road-Contract No. 9208 and Beaverton-Tualitan Highway at Southwest Hunziker-Contract No. 9207

Dear Mr. Gormson:

Enclosed are Dirt & Aggregrate's claims against the bonds provided by Hansen Electric on the two above-referenced contracts.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/mch

Enclosures

cc: Dirt & Aggregrate
ATTN: Henry Pelfrey

United Pacific Insurance Company
P.O. 1216
Tacoma, WA 98401

CERTIFIED MAIL - Return Receipt
No. 850374

[illegible]

RECEIVED
NOV 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV 23 1981

CLAIM ON A PUBLIC BOND

TO : Robert Gormson, Manager
Oregon State Department of Transportation
Commissions Services
Room 122, Dept. of Transportation Bldg.
Salem, OR 97310

Notice hereby is given that the undersigned Dirt & Aggregrate Interchange, Inc. has a claim for clearing and grubbing, excavation, placement of rock, finish work, miscellaneous materials, placement of utilities, and paving in the sum of $18,792.53 against the bond taken from Hansen Electric as principal and United Pacific Insurance Company as surety for work performed pursuant on the Beaverton-Tualitan Highway at Southwest Hunziker contract, contract, No. 9207.

DIRT & AGGREGRATE INTERCHANGE

By Vice Pres
Baltazar F. Ortiz, Vice President

RECEIVED
NOV 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HANSEN ELECTRIC CO.
1127 South Broadway
P. O. Box 1228
#9207 COOS BAY, OREGON 97420

(503) 267-2143

FILE NO.
ATTENTION JAN
SUBJECT WAGE CERTIFICATIONS

☐ SOON AS POSSIBLE
☐ NO REPLY NEEDED

TO
COLUMBIA CONCRETE SAWING CO.
5462 S. W. PHILOMATH BLVD.
CORVALLIS, OREGON 97330

MESSAGE

Dear Jan,

The state contacted me again on the final wage certification from you that is holding up our final payment on OSHD CONTRACT #9207 (Beaverton-Tualatin Hwy. @ Hunziker - Tigard).

Please send us one as soon as possible.

Thanks,

SIGNED Gayle Hansen Sec.-Treas.

REPLY

GAYLE: #9180 - copy

DATE OF REPLY 10/12/81

PERHAPS YOU ARE UNAWARE THAT YOUR BILL HAS NOT BEEN PAID IN FULL, IN VIOLATION OF YOUR OWN CONTRACT. UNTIL THE ACCOUNT HAS BEEN CLEARED I WILL BE UNABLE TO CLEAR UP ALL THE PAPER WORK.

THANK YOU,

SIGNED

C.C. OREGON DEPT. OF TRANSPORTATION
BOB GORMSEM

UNITED PACIFIC RELIANCE
H.H. STEBBINS

gormsen noted

no response nec.
Fran

(5)

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 29, 1981

IN REPLY REFER TO
FILE NO.
CON 5
#9180

Columbia Concrete Sawing Company
5462 S. W. Philomath Boulevard
Corvallis, OR 97330

Attention: Jan Wilson

Gentlemen:

This will acknowledge your letter dated May 27 stating that Hansen Electric owes you $4,410 for loop sawing and epoxying in connection with Contract No. 9180.

This claim appears to be in reference to the Hansen Electric Company, Inc., Contract No. 9180 for traffic signal installation on the Beaverton-Tigard Highway at Walker Road Interchange in Washington County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the prime contractor and the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please notify this office when your claim has been settled.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Hansen Electric Company, Inc.
1127 So. Broadway
Coos Bay, OR 97420

BEAVERTON-TUALATIN HWY @ SW HUNZIKER STREET

TIGARD

TRAFFIC SIGNAL INSTALLATION

WASHINGTON COUNTY

1 Versteeg ✓
Anderson
2 Adams
Olson
PWay Sullivan
Terpin
Wakerlig

RECEIVED
JAN 28 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

CONTRACT NO. 9207

PREFIX NO. 134-1145

NARRATIVE REPORT

SEPTEMBER, 1981

This project consisted of installing traffic signals and performing minor roadway widening on Beaverton-Tualatin Hwy (Hall Blvd.) at SW Hunziker Street, a tee intersection. These signals were needed to correct congestion problems created by tremendous growth of industrial area east along Hunziker Street. During evening rush hours, traffic using Hunziker Street was backed up several blocks waiting to left turn at Hall Blvd. stop sign. This left turn movement was extremely dangerous to make because of a lack of sight distance south on Hall Blvd. due to the curved alignment. Another problem existed nearby because of the close proximity of Scoffins Street tee intersection with Hall Blvd.. The new traffic signals were designed to control traffic along Hall Blvd. simultaneously at both Hunziker and Scoffin Street intersections. In order to create left turn refuges on Hall Blvd. for these 2 streets, Hall Blvd. was widened 10 feet to the west. This was accomplished within the existing Right Of Way.

The project was awarded to the low bidder, Hansen Electric Company of Coos Bay, on November 17, 1980. The 200 Calendar Day Count commenced on November 29, 1980. The Contractor commenced work on the site on May 7, 1981 upon the arrival on signal pole anchor bolts. Hansen Electric Co. completed underground work and Sub Contractor Retana Enterprises completed signal pole base work by May 28, 1981. Loop detector wire installations were commenced on May 27,1981. The signal poles had arrived at the site on May 8 and were erected between June 5 and 11. Mast arms, span wires and signal heads were hung during June. Sub Contractor Dirt & Aggregate performed grading work between June 9 and 15. The signals were activated on June 30, 1981 on the 200th day of the Contract.

Some of the Sub Contractors and material suppliers involved in this project follow:

Retana Enterprises performed signal pole footing and other misc. concrete work.
Dirt & Aggregate Interchange, Inc. performed grading work.
Wilsonville Concrete supplied concrete for pole bases and sidewalk ramps.
Tigard Sand & Gravel supplied aggregate shoulder rock material.
Oregon Culvert supplied storm drain sewer pipe.
Cascade supplied asphalt concrete material.
Signal controller was supplied by Signals and Controls Corp.
Signal poles were supplied by Valmont Ind. of Nebraska.

See Pg 2

Some interesting problems encountered during construction will be narrated as follows:

A. Shortly after construction commenced I was contacted by property owner at NW corner of Scoffins and Hall Blvd.. He owned several small duplex units at that corner which were rented out. He felt that the roadway widening adjacent to his property and the operation of traffic under the new traffic signals would create a hazard to the duplex rental units. Traffic would be moved 10 feet closer to the units. Large truck traffic on Hunziker Street, which before had to stop at Hall Blvd. before left turning, would now be able to turn at high speed on green lights. There was danger that the trucks could go out of control and strike duplex units, or throw rocks through windows of duplex units and shine lights directly into bedroom windows of units. I met with property owner and Region rep. and worked out settlement in which a 6 foot high chain link fence would be constructed in front of the duplex units. This fence would be of the type in which wood slats are woven through the chain link mesh in order to help mitigate traffic headlight glare at night. The fence would also protect windows from rock damage. It would, of course, not be able to deflect large trucks if contacted. However, any kind of concrete shoulder barrier at this location would present a much greater hazard to other traffic and pedestrians than the risk of a truck going out of control and striking duplex units.

B. This contract called for the widening of Hall LBlvd. to produce left turn storage lanes at both Hunziker and Scoffins Streets. Hall Blvd would be widened 7 feet to the west between Stations 201 and 206, and to the east between Stations 204 and 205. When this grading work commenced it became apparent that in order to accomplish a complete project, the limits for this work would have to be increased. The existing pavement near roadway shoulders was found to be too thin to support future traffic loads. In addition, it was breaking up badly. Also, in an area toward the center of roadway from removal area was found to be a 3 to 4 foot wide patch over a water line trench which was breaking up badly. It was felt at that time that by expanding the plan area to include these problem areas that this work would not greatly alter plan quantities. However, in place of an expected 30 per cent overrun of area, this overrun actually amounted to 67 per cent upon remeasuring in the field. This issue was further magnified by an error in estimating the original plan quantity for asphalt concrete. Using the plan area as calculated from Plan Sheet No. 3 to be 2542 square feet and using a factor of 0.00611 tons per square foot for 1-inch thick course, the estimated anount of asphalt concrete should have been 186 tons, instead of the 145 ton amount noted in the Special Provisions. Using the 186 tons as the base for plan area and increasing area by 67 per cent yields a quantity of 310 tons, which closely correlates with the amount actually used by the Contractor. The 2 grading items involved in this additional work were Bid Item No. 5 - Earthwork, and Bid Item No. 6 - Asphalt Concrete. Both of these items were bid as Lump Sum items from the information shown on Plan Sheet No. 3 and given in Special Provisions. The Contractor felt that he should be compensated for this additional work by a factor computed from comparing 326 tons of asphalt concrete actually used, to the 145 tons mentioned in the Special Provisions. This would amount to a 125 per cent increase of bid item bid costs. I feel the Contractor should be compensated by a 67 per cent increase factor. As of this date the payment for this additional work has not been settled.

JCS-7

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Beaverton/Tualatin Hwy @ SW Hunziker St.

Contract No.: 9207 Prefix No.: 134-1145

Highway: Beaverton/Tualatin County: Washington

F.A. No.: State

Item No.	Item	Unit	Orignial	Semi-final	%(+or-)

SUMMARY

Item	Unit	Orignial	Semi-final	%(+or-)
Bid Items	$	98,272.04	106,720.81	+ 8%
Anticipated Items	$	4,000.00	1,902.83	-52%
Contingencies	$	4,602.24	3,707.00	-19%
Engineering	$	9.204.48	18,000.00	+95%
Liquidated Damages	$	0.00	0.00	0
TOTAL	$	116,078.76	127,785.64	+12%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. #4-FLAGMEN- $2,520.00 less $1,344.00 (-46%) Four lane roadway width at that location allows Contractor to shift traffic from one lane to another with signing and cones rather than flagging.

B.I. #5 & #6 EARTH WORK & CLASS "B" AC $15,887.55-$25,950.65 (+63%) These Items were Lump Sum Items whose estimated quantities changed significantly to make prices unrealistic. The Contractor was compensated by Lump Sum additional payment of $10,063.00 for a two thrids increase of excavation and Class "B" AC area quantities. The increase was necessary to construct a complete project would last several years without major maintenance paving.

Price Agreements No 2 and State Force Order No. 1
Pavement Markings - $ 1,500.00 - $2,968.83 (+98%)
This work included having the Contractor remove the existing markings under Price Agreement while having State Forces paint final markings. This work wa orginally underestimated for the complexity of the project. Also, the price of this work is much more now than in the past when State Forces performed the entire work item.

-over-

ENGINEERING $9,204.48 - $18,000.00 (+95%)

A review of the project engineering shows that this office was only responible for $9,000.00 of these charges. The other $9,000.00 was charged by Region Office, Salem Design Office, Salem Controller Testing Office and Region Electricians. I believe that most of these charges were connected to the Controller testing in Salem and installation in the field. This was a very complex intersection which required considerable prior and after fine tuning in order to work properly. I suggest we consider returning to time when all controller testing and installation costs could be accounted for as anticipated State Force Order Item.

Jerry Street

9207

L.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

RECEIVED
STATE HWY ENGR
JUL 14 '81
REFER TO
FOR
Info Impt R/D D/R Sign Act File

NOTED
H.S. COULTER

July 14, 1981

Hansen Electric Company
P. O. Box 1228
Coos Bay, OR 97420

ATTN: Herb Douglasss

Dear Mr. Douglass:

Re: Beaverton-Tualatin Highway
@ S. W. Hunziker (Tigard)
Contract No. 9207

Pursuant to your concerns of the Minority Business Enterprise (MBE) requirements, as detailed in your June 23rd letter, I have the following suggestions.

The assessment of a penalty by the General Laborers' Union is very unfortunate. I have discussed the Union issue with Mary Figueras, (Retana Enterprises, Inc.). Mary said she was aware of the Union's concern of her non-union company, but was not contacted by the Union or given any information on how she could resolve the problem. She indicated that she is willing to cooperate with the Union, but does need some orientation. It seems that an organization recruiting membership could be more cooperative and informative to their potential members.

In the future, I suggest you review all of the MBE Affirmative Action Steps detailed in the Supplemental Required Contract Provisions. The spirit of this provision is to assist and allow maximum opportunity for the MBE to participate in the contract work. However, the provision does not require the inclusion of unqualified MBEs.

Very truly yours,

C. T. Keasey
Ass't State Highway Engineer

By

Gareld Inloes
EEO, MBE & Labor Compliance Mgr.

GI:bk

bc: Tony Burrow, FHWA
✓H. S. Coulter
Kay Turner

Form 734-3123

7-15
EOA

Hansen Electric Co.
1127 S. Broadway — P. O. Box 1228
COOS BAY, OREGON 97420
Telephone 267-2143

ELECTRICAL CONTRACTORS

June 23, 1981

Department of Transportation
Highway Division
EEO and Labor Compliance
Transportation Building
Salem, OR 97310

ASHE
CAE
FCE
CCE
SCS
EEO
RECEIVED
JUN 24 1981
CONSTRUCTION BRANCH
CM
CA
LE
TC
FE
CP

RE: Beaverton-Tualatin Hwy
at SW Hunziker
OSHD #9207, Our #19880

ATTENTION: Gareld Inloes

Dear Mr. Inloes:

We are enclosing a copy of a letter received from Construction and Laborers' Union - Local #320 in which they outline their position with regard to our use of Retana Enterprises, Inc. as a sub-contractor on the subject project.

Our contract with OSHD requires the use of women-owned minority sub-contractor(s) on the subject project.

A summation of events leading up to this situation follows:

1. We originally obtained a sub-contract with B. Macy Construction, Inc.
2. Macy withdrew its bid.
3. We called your office indicating that we would attempt a substitution.
4. We wrote 5 officially approved women minority businesses as listed on the state approved list.
5. a) Two (2) of those contacted did not choose to quote.

   b) Two (2) did not answer.

   c) We accepted Retana's quote.
6. The sub-contract was approved by your office (your letter 4/20/81) - with copies sent to Jerry Street - Resident Engineer - as you requested.

As you see, on the one hand, to conform with OSHD contract commitments and Federal regulations, we arranged with the only available source for sub-contracting the work. On the other hand, we are being approached for penalty assessments by the union.

The crux of the matter would seem to be that we cannot perform in the spirit and intent of MBE requirements without danger of penalties.

Would appreciate your candid assessment - surely this is not "unique" in the sense that it has never happened before.

We await your comments.

Cordially,

Herb Douglass

Herb Douglass
HANSEN ELECTRIC COMPANY

CC: Construction and General Laborers Union
Local #320
2828 SW Corbett - Suite 113
Portland, OR 97201

Russell Hansen
11700 SW Butner Rd. Apt. 207
Portland, OR 97225

227-1470
227-1479

Construction and General Laborers' Union

Local Number 320

I. H. C., B. & G. L. U.

PORTLAND, OREGON 97201

Affiliated with
Oregon AFL-CIO
Oregon State District Council of Laborers
Multnomah County Labor Council
Building Trades Council

Cascade Plaza Bldg.---Su
2828 S.W. Corbe

June 3, 1981

RECEIVED JUN 5 1981

Hansen Electric Co.
1127 S. Broadway
P.O. Box 1228
Coos Bay, Oregon 97420

Dear Sir:

In reference to your letter of June 1, 1981 regarding your non-Union sub-contractor Retana Enterprises, Inc., please note the following:

In accordance with Article VII, Section 3 of the Master Labor Agreement, you are responsible and liable for the actions of your non-Union sub-contractors.

In accordance with Article IX, Section 3 of the Master Labor Agreement, I am holding you responsible for and I am demanding wages and fringe benefits including, but not limited to, Overtime, Pension, Health and Welfare, Training, CIAF, Vacation, and all other matters covered for top men on our out of work lists.

Should you have any questions regarding this matter, please feel free to call me at this office.

Sincerely yours,

Ernest C. VanCleave

Ernest C. (Dutch) VanCleave
Business Manager
Laborers' Local No. 320

ECV/gjc
opeu #11
afl-cio

cc: District Council of Laborers'
file

(120)

October 2, 1980

Tualatin Rural Fire Protection District
P. O. Box 127
Tualatin, OR 97062

AGR

Attention: Joe Chamberlain

MISC. CONTRACTS and
AGREEMENTS No. 7329

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the installation of emergency vehicle pre-emption devices on the Beaverton-Tualatin Highway at Hunsiker and Scoffins Streets in Washington County.

Also attached for your files is a fully executed copy of an agreement covering the installation of emergency vehicle pre-emption devices on the Pacific Highway West at Royalty Parkway in Washington County.

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachments

bc: Don Harwell (agreement attached)

9207

141

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/22/80

Donald L Rout

August 28, 1980 Bid Letting __________ All Clear Deadline

SECTION Beaverton/Tualatin Hwy. @ SW Hunsiker Rd.
Highway Beaverton-Tualatin
County Washington Region 1
Type of Work 4 Ph. Signals-Lt. Turn Funds State
State ____ Consultant ____ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A No Fed Funds
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study	☒					

9204

August 29, 1980

City of Tigard
City Hall
Tigard, OR 97223

AGR 4

Attention: Doris Hartig
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7229

Gentlemen:

Attached for your records is a fully executed copy of an agreement to install traffic control signal equipment on the Beaverton-Tualatin Highway at Hunziker and Scoffins Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

1980 SW Murray Blvd.-SW Walker 9208
Rd. (Beaverton) Sec. of T.V. Hwy.
(Grad, Pav & Signals)

C+A 7375	9/28/80
C+A 7295	9/17/80
C+A 7294	7/7/80
C+A 6960	5/16/79

9208

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 140364

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
11/8/84		CA 3453

CODE
NEW: BEAVC0F

CITY OF BEAVERTON
4950 SW HALL BLVD.
BEAVERTON, OR 97005

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			$8,986.94
034-1046	296	00	000		8,986.94
034-1046	295	00	000		(8,986.94)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON IX-32(9) & (10), S.W. MURRAY BLVD.-S.W. WALKER-S.W. WALKER RD., AGREEMENT #6960	
TOTAL PROJECT COST	$378,592.89
LESS: FHWA PARTICIPATION	(321,105.95)
LESS: ADVANCE DEPOSIT	(48,500.00)
AMOUNT DUE	$ 8,986.94
110.00-FINAL BILLING	

↑ FOLD

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH: 378-6011 FOR CORRECTNESS OF CHARGES

OR DIANE GALIDA PH: 378-5035 PREPARER OF INVOICE

1254

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: September 4, 1984

CITY: Beaverton AGREEMENT NO: 6960 PROJECT NO: IX-32(9)(10)

CONTRACT NO: 9208 SECTION: SW Murray Blvd.-SW Walker Rd., T.V. Hwy.

PRELIMINARY ENGINEERING (Prefix No. 34-1996):

	Participating	Non Participating
Project Manager	$ 16,740.65	$ 309.42
Citizen Involvement	96.01	63.82
Final Design	2,455.70	
Region Geology	539.09	
Traffic Section	15,324.38	0.17
R/W Liaison	34.22	
Region Utility Liaison	1,455.19	3.61
Photogrammetry	1,361.80	
Program Section	566.90	
Specifications	1,249.22	
Administrative Services	53.61	
Environmental Section	1,780.04	68.56
Structural Foundations	10.60	
Training Courses	235.06	355.19
TOTAL	$ 41,902.47	$ 800.77

Total P.E. Cost	$ 42,703.24
Less Federal Funds	(36,949.60)
CITY SHARE P.E. COST	$ 5,753.64

CONSTRUCTION (Prefix No. 34-1046):

Payment to Contractor	$284,368.62	$
Credit for Liquidated Damages	(3,668.99)	(20.15)
Interest on Final Payment		97.58
SFO #1 Permanent Striping	1,677.90	
SFO #3 Repair Telephone Cable	2,460.52	
SFO #4 Interconnect New Signals	746.83	
SFO #5 Install Loop Vehicle Detectors	1,127.90	
Construction Engineering	39,912.00	1,510.63
Traffic Section	509.16	
Audit Services	311.48	
Program Section	92.69	
Salem Lab	371.42	
Portland Lab	145.48	
Technical Services	1,139.26	
Construction Section	166.43	
Region Office	2,848.84	
Training Courses	2,052.87	
EEO Monitoring	39.18	
TOTAL	$334,301.59	$ 1,588.06

Total Construction Cost	$335,889.65
Less Federal Funds	(284,156.35)
CITY SHARE CONSTRUCTION COST	$ 51,733.30

SUMMARY:

City Share P.E. Cost	$ 5,753.64
City Share Construction Cost	51,733.30
TOTAL CITY SHARE	$ 57,486.94
Less P.E. Deposit by City 6-12-79	(4,500.00)
Less Const. Deposit by City 11-17-80	(44,000.00)
BALANCE DUE FROM CITY	$ 8,986.94

GEZ:me

9208

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Washington Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION Metro

SECTION Tualatin Valley Highway @ S.W. Murray Blvd.

AUTHORIZATION NO. 2

PREFIX 34-1953

DATE 4/20/84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER		$ 30,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 700
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,500
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		50	921 SPECIFICATIONS		1,800	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION			950 TRAINING		700
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		4,200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		2,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		400	932 RAILROAD & UTILITIES		50			

TOTALS	$	$ 49,500
PREVIOUS AUTHORIZATION		$ 37,500
ADD. AUTH. REQUIRED		$ 12,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-32 (12)

LOCATION ENGINEER'S REMARKS

This survey proposes to provide right turn lanes, signal modification and intertie.
The location is within the City of Beaverton

4
4
8 2 E
3
4

PREPARED BY	DATE 4 25-84	APPROVED ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/30/84
RECOMMENDED, REGION ENGINEER X	DATE 5/3/84	APPROVED ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE 5-25-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-14-84	

734-1914 (7-82)

STATE OF OREGON

INTEROFFICE MEMO

TO: TED SPENCE
Policy & Program Manager

DATE: April 25, 1984

FROM: RON KLEINSCHMIT
Assistant Location Manager

SUBJECT: Tualatin Valley @ S.W. Murray Blvd.
Revised Authority #2
F-32(12)

File: 34-1953

Attached is a revised Authority for Survey #2 in the above subject project. The following is a justification of the revision:

901 - Additional $8,000: Establishment of survey and project development was more extensive than estimated in original authorization.

913 - Additional $1000: After development, additional right-of-way work not anticipated was required.

950 - Additional $300: Cost-related to this item was underestimated in original authorization.

Additional requested by Region $9,300.

pa

Attachment

Also underestimated or omitted were items 906, 918, 932, 933, 936, and 938 for an additional $2,700.

Grand Total of revised authority $12,000

81-125-1387

9208

34-1046

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-8-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 10-1-80 TO 11-17-83

FEDERAL AID PROJECT NO. IX-F-32(10)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	335,889.65	334,301.59	.8500%	284,156.35	284,156.35	-0-
823	350,672.59 54,561.09	349,004.17	.8500%	296,653.54	296,653.54	-0-
	741,123.33	683,305.76	85%	580,809.89	580,809.89	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 3/8/84

SIGNATURE OF AUTHORIZED OFFICIAL Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SW Murray Blvd.-SW Walker Road (Beaverton) Tualatin Valley Highway Washington County					
	Construction					
	Type Code Y031					
	Signals (M.P. 2.24 to M.P. 4.56					
	Final Contract Payment Summary	Lump Sum			$284,368.62	
SFO	#3 Repair telephone cable and conduit (General Telephone)	All Required			2,460.52	
SFO	#4 Interconnect new traffic signal system to existing railruad signal cabinet(SPTC)	All Required			746.83	
SFO	#5 Install three loop vehicle dectectors and loop feeder cable(State)	All Reqauired			1,127.90	
	Total Participating Construction Type Code Y031				288,703.87	
	Type Code Y008					
	Roadway Channelization (Sta. 145+00)					
	Final Contract Payment Summary	Lump Sum			299,829.01	
SFO	#1 Permanent Pavement Striping (State)	All Required			5,033.70	
SFO	#2 Furnish and install the signs (State)	All Required			271.69	
	Total Participating construction Type Code %Y008				305,134.40	
	Total Participating Construction Cost				$593,838.27	
	Construction Engineering					
	State G1 47,137.95 G2 49,456.21				96,594.16	
	Liquidated Damages G1 3,668.99 G2 3,849.43	Lump Sum			(7,518.42)	
	Total Participating Construction Engineering				89,075.74	
	Misc Project Cost					
G1	Audit Expense	All Required			311.48	
G1	EEO Monitoring Expense	All Required			39.18	
G3	EEO Monitoring Expense	All Required			41.09	
	Total Participating Misc Project Cost				391.75	
	Total Participating Project Cost				683,305.76	
	Non Participating Project Cost					
	Final Contract Payment Summary Lump	Lump Sum			46,020.07	
	Interest on Final Payments	Lump Sum			216.58	
SFO	#1 Permanent Pavement Striping (State)	All Required			838.94	
	EEO Monitoring Expense	All Required			6.68	
	Liquidated Damages	Lump Sum			(671.58)	
	Construction Engineering	All Required			11,406.88	
	Total Non Participating Project Cost				57,817.57	
	Total Project Cost				741,123.33	
	Prepared based on Participating cost as shown on the Federal Billing as of 3-15-84					
	AMOUNT CARRIED FOR D.....					

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                                                                                   MARCH 1984        PAGE  126
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                     FISCAL         GRAND TOTAL     ACTIVE YRS
     DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH      YEAR TO DATE       TO DATE        BEG    END

                                                                                                                    STATE
  N TIG INT-SW BEEF BEND RD    CONT NO 9128 * FA PROJ NOS XI  0903008 100                           20,168.50       80     80
                                  034     1043      201       00 P 1                                     5.71       80     81
                                  034     1043      206       00 N 1                                 3,400.00       80     81
                                  034     1043      295       00 N 9                   170.87       22,671.15CR     80     83
                                  034     1043      296       00 N 9                   170.87CR     19,271.15       80     83
                                  034     1043      298       00 N 9                                 2,428.48       80     81
                                  034     1043      900       00 P 1                                    11.93       80     80
                                  034     1043      900       00 N 1                                    42.91       80     80
                                  034     1043      920       00 P 1                                    12.00       81     81
                                  034     1043      945       00 P 1                                     6.59       81     81
                                  034     1043      948       00 P 1                   201.02CR                     81     83
                                  034     1043      950       00 P 1                                    13.46       81     81
                                  034     1043      985       00 P 1                   201.02CR     22,671.94
                                                    TOT          P1                                     17.64
                                                    TOT          N1                    201.02CR**   22,689.58  **
                                             ** JOB TOTALS **                 **

                                                                                                                    STATE   07
  SW MURRAY BLVD-SW WALKER RD  CONT NO 9208 * FA PROJ NOS XI  0032010  41 HHS 9244001  09 XI  0032010  43
                                                                                                   284,368.62       81     84
                                  034     1046      201       00 P 1  Pay Com.      59,054.42CR     59,171.38       81     82
                                  034     1046      201       00 P 2                               299,829.01       81     84
                                  034     1046      201       00 P 3                91,125.75       46,020.07       81     82
                                  034     1046      201       00 N 9                                 3,668.99CR     81     84
                                  034     1046      203       00 P 1  Cr. Cy Com.    2,901.01          805.95CR     81     84
                                  034     1046      203       00 P 2                    94.05        3,849.43CR     81     84
                                  034     1046      203       00 P 3                 2,949.43CR         20.15CR     84     84
                                  034     1046      203       00 N 1                    20.15CR          4.05CR     84     84
                                  034     1046      203       00 N 2                     4.05CR         20.82CR     84     84
                                  034     1046      203       00 N 3                    20.82CR        630.6 CR     81     84
                                  034     1046      203       00 N 9                      .61CR         97.58       83     84
                                  034     1046      206       00 N 1  interest          76.16CR         21.42       83     84
                                  034     1046      206       00 N 2                     2.38CR        102.34       83     84
                                  034     1046      206       00 N 3                    73.54           16.66       83     83
                                  034     1046      206       00 N 9                                                82     84
                                  034     1046      207       01 P 1                   706.60CR                     82     84
                                  034     1046      207       01 P 2                    96.79CR                     82     84
                                  034     1046      207       01 P 3                    96.78CR                     82     84
                                  034     1046      207       01 N 9                    67.76CR                     82     84
                                  034     1046      207       02 P 1                    69.03CR                     82     84
                                  034     1046      207       02 P 2                     9.45CR                     82     84
                                  034     1046      207       02 P 3                     9.45CR                     82     84
                                  034     1046      207       02 N 1  Int. [illegible]  84.74CR          1.87       82     84
                                  034     1046      207       02 N 9                     6.63CR                     81     84
                                  034     1046      211       00 P 1                32,071.33CR                     81     84
                                  034     1046      270       01 P 1                 2,940.08CR      1,677.90       84     84
                                  034     1046      270       01 P 2                   838.95          838.95       81     84
                                  034     1046      270       01 P 3                 2,230.12        3,355.80       84     84
                                  034     1046      270       01 N 9                   838.94          838.94
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS MARCH 1984 PAGE 127

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	034 1046	270	02	P 3		224.46	271.69	82	84
	034 1046	270	02	N 1		45.16CR	1.87CR	82	84
	034 1046	270	04	P 1	SEC #4		746.83	83	83
	034 1046	270	05	P 1	SEO #5		1,127.90	83	83
	034 1046	285	03	P 1	SEO #3		2,460.52	82	82
	034 1046	295	00	N 9			41,000.00	81	81
	034 1046	296	00	N 9	99.60CR	1,830.65	686,394.38CR	81	84
	034 1046	298	00	N 9	99.60	1,830.65CR	642,928.32	81	84
	034 1046	299	00	N 9			2,466.06	82	82
	034 1046	900	00	P 1	Const Engr. 20	37,364.95CR	39,727.53	80	84
	034 1046	900	00	P 2	817.63CR	1,807.75CR	8,180.79	80	84
	034 1046	900	00	P 3		35,781.21	41,683.87	80	84
	034 1046	900	00	N 1	" " 20CR	426.86	1,510.63	81	84
	034 1046	900	00	N 2	817.63	1,432.90	875.88	81	84
	034 1046	900	00	N 3		1,523.42	1,586.90	81	84
	034 1046	900	00	N 9		8.31	7,044.08	80	84
	034 1046	911	00	P 1	Tr. Sec	501.54CR	509.16	81	84
	034 1046	911	00	P 2		12.43CR	111.77	81	84
	034 1046	911	00	P 3		513.97	534.03	81	84
	034 1046	911	00	N 9			86.97	81	82
	034 1046	915	00	P 1	Audit	84.09	311.48	82	84
	034 1046	915	00	P 2		31.16CR		82	84
	034 1046	915	00	P 3		31.15CR		82	84
	034 1046	915	00	N 9		21.78CR		82	84
	034 1046	920	00	P 1	Prog. Sec.	94.92CR	92.69	80	84
	034 1046	920	00	P 2		2.26CR	20.34	80	84
	034 1046	920	00	P 3		97.20	97.20	84	84
	034 1046	920	00	N 9		.02CR	15.82	80	84
	034 1046	940	00	P 1	Salem Lab	316.14CR	371.42	81	84
	034 1046	940	00	P 2		9.08CR	81.53	81	84
	034 1046	940	00	P 3		325.15	389.55	81	84
	034 1046	940	00	N 9		.07	63.41	81	84
	034 1046	941	00	P 1	Portland Lab	126.27CR	145.48	81	84
	034 1046	941	00	P 2		3.54CR	31.93	81	84
	034 1046	941	00	P 3		129.77	152.58	81	84
	034 1046	941	00	N 9		.04	24.84	81	84
	034 1046	944	00	P 1	Tech Serv	897.41CR	1,139.26	81	84
	034 1046	944	00	P 2		24.02CR	250.08	81	84
	034 1046	944	00	P 3		956.80	1,194.83	81	84
	034 1046	944	00	N 9		2.74	194.51	81	84
	034 1046	945	00	P 1	Cont. Sec	132.30CR	166.43	81	84
	034 1046	945	00	P 2		4.08CR	36.53	81	84
	034 1046	945	00	P 3		136.31	174.55	81	84
	034 1046	945	00	N 9		.07	28.42	81	84
	034 1045	946	00	P 1	Req. Off	2,103.64CR	2,848.84	81	94
	034 1046	946	00	P 2		67.11CR	603.41	81	84
	034 1046	946	00	P 3		2,170.59	2,782.93	81	84
	034 1046	946	00	N 9		.16	469.32	81	84
	034 1046	948	00	P 1	Gen. Const Engr.	239.61CR	184.47	81	84

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS MARCH 1984 PAGE 128

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	034 1046	948	00	P 2		30.92	40.49	82	84
	034 1046	948	00	P 3		183.90	193.47	81	84
	034 1046	948	00	N 9		24.79	31.49	82	84
	034 1046	950	00	P 1	Training Cscs	2,001.74CR	2,052.87	81	84
	034 1046	950	00	P 2		40.20CR	450.63	81	84
	034 1046	950	00	P 3		2,133.94	2,153.00	81	84
	034 1046	950	00	N 1		72.27CR		81	84
	034 1046	950	00	N 2		9.90CR		81	84
	034 1046	950	00	N 3		9.90CR		81	84
	034 1046	950	00	N 9		.07	350.49	81	84
	034 1046	985	00	P 1	EEO	32.52CR	39.18	81	84
	034 1046	985	00	P 2		.96CR	8.60	81	84
	034 1046	985	00	P 3		33.48	41.09	81	84
	034 1046	985	00	N 9			6.68	81	82
		TOT	P1		.20	135,667.40CR	334,301.59		
		TOT	P2		817.63CR	1,144.91CR	69,020.48		
		TOT	P3			132,955.84 *	349,004.17		
		TOT	N1		.20CR	128.38	1,588.06		
		TOT	N2		817.63	1,416.57	893.25		
		TOT	N3			1,571.24	1,668.42		
		TOT	N9			778.39	54,561.09		
		XX JOB TOTALS XX			XX	38.11 XX	811,037.06 XX		
CEDAR HILLS BLVD INT-SYLVAN CONT NO 9227 X FA PROJ NOS XL 2702006 22 HES 2702006 28 F 2702006 50								STATE	
	034 1047	201	00	P 1			416,377.63	81	83
	034 1047	201	00	P 2			413,359.61	81	83
	034 1047	201	00	P 3			625,131.42	81	83
	034 1047	203	00	P 1			7,326.00CR	81	82
	034 1047	203	00	P 2			9,324.00CR	81	82
	034 1047	203	00	P 3			16,650.00CR	81	82
	034 1047	206	00	N 1			5.34	83	83
	034 1047	206	00	N 2			6.79	83	83
	034 1047	206	00	N 3			12.13	83	83
	034 1047	208	00	N 1			13.13CR	83	83
	034 1047	208	00	N 2			16.71CR	83	83
	034 1047	208	00	N 3			29.84CR	83	83
	034 1047	270	01	P 1			255.15	81	81
	034 1047	270	01	P 3			9,884.68	81	82
	034 1047	270	01	N 1			1,335.31	81	81
	034 1047	270	01	N 3			255.77	81	81
	034 1047	270	02	P 1			.84CR	81	82
	034 1047	270	02	P 2			3,268.49	81	82
	034 1047	270	02	P 3			222.26	81	82
	034 1047	296	00	N 9		75.42CR	1,398,214.57CR	81	84
	034 1047	298	00	N 9		75.42	1,398,214.57	81	84
	034 1047	900	00	P 1			31,274.60	81	83
	034 1047	900	00	P 2			38,705.97	81	83
	034 1047	900	00	P 3			69,391.23	80	83

		APPR-118							
033-1034	1	HES -0012-002 APPR-141	287,100.00	324,460.16	310,278.02	90.00	279,250.22	279,250.22	
034-1039	1#	XI -0903-008 APPR-823	837,847.23	991,536.58	985,702.62	85.00	837,847.23	837,847.23	
	2#	TQF -0903-007 APPR-124	93,857.40	106,552.69	106,474.64	88.15	93,857.40	93,857.40	
	9#			14,662.50					
034-1039		PREFIX TOTALS	931,704.63	1112,751.77	1092,177.26		931,704.63	931,704.63	
034-1043	1#	XI -0903-008 APPR-823	19,271.15	22,689.58	22,671.94	85.00	19,271.15	19,271.15	
034-1046	1#	XI -0032-010 APPR-823	284,156.35	335,889.65	334,301.59	85.00	284,156.35	284,156.35	
	2#	HHS -9244-001 APPR-145	62,118.43	69,913.73	69,020.48	90.00	62,118.43	62,118.43	

801
BILLING NUMBER 40

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

04/26/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	3#	XI -0032-010 APPR-823	296,653.54	350,672.59	349,004.17	85.00	296,653.54	296,653.54		
	9			54,561.09						
034-1046		PREFIX TOTALS	642,928.32	811,037.06	752,326.24		642,928.32	642,928.32		
034-1047	1	XI -2702-006 APPR-823	417,350.00	446,632.20	444,747.59	85.00	378,035.45	378,035.45		
	2	HES -2702-006 APPR-141	408,201.00	451,686.12	450,987.06	90.00	405,888.35	405,888.35		
	3	F -2702-006 APPR-010	858,638.00	698,405.11	696,869.85	88.15	614,290.77	614,290.77		
	5	XI -2702-006 APPR-823		13.70		85.00				
	6	HES -2702-006 APPR-141		17.43		90.00				
034-1047		PREFIX TOTALS	1684,189.00	1596,754.56	1592,604.50		1398,214.57	1398,214.57		
034-1056	1#	F -2702-009 APPR-010	912,882.55	1036,065.87	1035,248.98	88.18	912,882.55	912,882.55		
	8#	F -2702-009 APPR-010	511.37	579.92	579.92	88.18	511.37	511.37		
034-1056		PREFIX TOTALS	913,393.92	1036,645.79	1035,828.90		913,393.92	913,393.92		
034-1066	1	F -0032-010 APPR-010	29,725.00			88.15				
034-1067	1	XIO -0903-009 APPR-772	59,370.00	49,652.36	41,256.10	85.00	35,067.69	35,067.69		
034-1071	1	HES -2702-007 APPR-141	385,200.00	442,171.16	420,034.39	90.00	378,030.95	378,030.95		
	2	F -2702-007 APPR-010	462,357.00	529,914.51	520,737.61	88.18	459,186.42	459,186.42		

★U.S. GOVERNMENT PRINTING OFFICE: 1974 -- 732 · 498

rll

OSHD (Coulter)

STATE COPY

U.S. D[illegible]RTMENT OF TRANSPORTATION
FE[illegible]L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 11/8/83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-F-32(10) HHS-HES-9244(1)
COMPLETION DATE 10/15/81	ACCEPTANCE DATE BY CONTRACT AGENCY 1/6/83	TIME ELAPSED 114 %	CONTRACT TIME 280 days
APPROVED EXTENSIONS NONE	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW MURRAY BLVD. - SW WALKER ROAD (BEAVERTON)
TUALATIN VALLEY HIGHWAY
Grading, Paving, Traffic Signals

This project provided for the revision and/or construction of nine signals between Murray Road and Walker Blvd. on the TV Highway. Signals were interconnected and computer-type software utilized to maintain traffic progression. Also, miscellaneous channelization involving paving and concrete sidewalks and curbs was involved.

Liquidated damages have been charged for 40 days at $225 per day.

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO
Keasey
FOR
Info | Inves | P/D | [illegible] | [illegible] | Act | [illegible]

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE T. P. Lowe	SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer DATE	TITLE Field Operations Engr DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9208 3-1-83 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son, Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const., Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9208

January 27, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9208

Gentlemen or Ladies:

On January 10, 1983, we wrote to you concerning release of final payment on Contract No. 9208 awarded to Hansen Electric Company, Inc., for work on the S.W. Murray Boulevard-S.W. Walker Road (Beaverton) Section of the Tualatin Valley Highway in Washington County.

Final payment on this contract is $7,000 and the total contract amount is $680,389.08, including $18,429.76 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hansen Electric Company, Inc.
1127 S. Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9208

November 2, 1982

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

CON 5
#9208

Attention: Monte C. McKeehen

Gentlemen:

Thank you for sending us a copy of your letter dated October 6, 1982, to the Secretary of State, with a Satisfaction of Claim from Signals and Control Systems, Inc.

This pertained to a claim filed in the amount of $35,634 against Contract No. 9208 with Hansen Electric Company for work on S. W. Murray Boulevard-S. W. Walker Road in Beaverton.

This information will be noted in our records and we will advise the surety and contractor. In the future, may we please have a signed copy of your Satisfactions of Claims.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

cc: United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

Hansen Electric Company, Inc.
1127 S. Broadway
Coos Bay, OR 97420

NOTED
11-2-82 dmc

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

October 6, 1982

Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97310

COPY FOR YOUR INFORMATION

Re: Satisfaction of Claim on Performance
Bond - Job No. 9208

Dear Ms. Paulus:

Enclosed for filing in the above matter is Satisfaction of Claim on Performance Bond.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM:db
Enclosure

cc: Hansen Electric
Oregon State Highway Division
Gary D. Rossi

COPY FOR YOUR INFORMATION

SATISFACTION OF CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION by and
through the Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, does hereby state and affirm and acknowledge satisfaction and payment in full of that certain claim on performance bond previously filed with the Department of Transportation and the Secretary of State on March 3, 1982 pertaining to Oregon State Highway job No. 9208 (Tualatin Valley Highway project at S. W. Murray Boulevard. Washington County, State of Oregon. Said claim on performance bond was for the sum of $35,634.00 and said sum has been paid and received by Signals & Control Systems, Inc. It is the intent therefore of Signals & Control Systems, Inc., by and through this satisfaction of claim on performance bond, to release the general contractor, Hansen Electric, and its surety, United Pacific Insurance Company, from any further liability unto Signals & Control Systems, Inc. as to Oregon State Highway job No. 9208, said claim asserted by the claim on performance bond having been paid in full.

DATED this _____ day of October, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By_______________________________
Monte C. McKeehen, Under Power of
Attorney for Gordon O. Dale,
President.

9208

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-24-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-F-32(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90149

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/20/82

8. FEDERAL ROUTE NUMBER FAU 9244 & Primary 32

9. STATE ROUTE NUMBER Primary 29

10. GENERAL LOCATION:

SW Murray Blvd. - SW Walker Road Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install three loop vehicle detectors and loop feeder cable

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN ACCEPTED BID AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if addtional funds are required, I approve the advance authorization date of 7/20/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $1,200 Federal Funds $1,104.

RECEIVED
STATE HWY ENGR
SEP 30 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/24/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

9208

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-10-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-F-32(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90149

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/2/82

8. FEDERAL ROUTE NUMBER FAU 9244 & Primary 32

9. STATE ROUTE NUMBER Priamry 29

10. GENERAL LOCATION:
SW Murray Blvd. - SW Walker Rd. Section

11. GENERAL DESCRIPTION OF WORK
Interconnect new traffic signal system to existing railroad signal cabinet

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance atuhorization date of 7/2/82 as requested in Mr. Keasey's letter of 8/31/82 as being in the public interest for the use of Southern Pacific Railroad Company Forces to proceed with the above work. State Force Order No. 4 representing work performed by SPTC is approved for a TEC of $746.83 Federal Funds $634.80.

RECEIVED
STATE HWY ENGR
SEP 16 '82
REFER TO McKinney
FOR
Info Inves R/D D/R Sign Act File

14. DATE 9/10/82

15. SIGNATURE OF APPROVING OFFICIAL EJ Valach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9208

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 18 1982
NORMA PAULUS
SECRETARY OF STATE

CL-82-41

March 17, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9208

RECEIVED
MAR 18 1982
NORMA PAULUS
SECRETARY OF STATE

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Ave., Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

Gentlemen:

This will acknowledge receipt of your letter of March 9 addressed to Mrs. Norma Paulus, Secretary of State, with attached claim from Signals and Control Systems, Inc., for equipment and labor provided to Hansen Electric Company in the amount of $35,634.

The claim states this is in reference to the Hansen Electric Company, Inc., Contract No. 9208, for work on S. W. Murray Boulevard-S. W. Walker Road in Beaverton.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Hansen Electric Company, Inc.
1127 S. Broadway
Coos Bay, OR 97420

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: ✓ Secretary of State-- Please advise us on the attached copy of this letter your filing number and date of the attached claim which was filed with you directly. 4-1-82 dmc

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H. A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

March 9, 1982

Mrs. Norma Paulus
Secretary of State
Salem, OR 97320

Re: Claim on Performance Bond
Job 9208

Dear Mrs. Paulus:

Enclosed for filing is Claim on Performance Bond on job No. 9208.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM:db
Enclosure

cc: Hansen Electric, Inc.
State Highway Division

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION
by and through the Oregon State
Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS, INC., a Washington corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals and Control Systems, Inc., by and through its Officers and employees, Gordon O. Dale and/or David Edwin Naf; said claim being in the sum of $35,634.00 against the bond taken from HANSEN ELECTRIC COMPANY, 1127 South Broadway, Coos Bay, Oregon 97420 and the surety thereon being United Pacific Insurance Company by way of performance bond No. U-352313 dated December 4, 1980 for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on the Tualatin Valley Highway project, located on S. W. Murray Boulevard, Washington County, Oregon, and in reference to Oregon Highway Job No. 9208. Said equipment and labor was provided by claimant to Hansen Electric Company, 1127 South Broadway, Coos Bay, Oregon 97420.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department oif Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 270.528.

DATED this 3RD day of MARCH, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By: ______________________
President

9208 L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. Murray Blvd.- S.W. Walker Rd.

WEEK ENDING: 3/13/82

SECTION PREFIX: 034-1046

HIGHWAY: Tualatin Valley

COUNTY: Washington

NAME OF JOB:

KIND OF WORK: Grading, Paving and Signals

CONTRACTOR: Hansen Electric Co.

CONTRACT NUMBER: 9208

FEDERAL AID PROJECT NUMBER: IX-F-32(10) HHS-HES-9244(1) & State

DATE OF CONTRACT: 11/17/80

DATE WORK STARTED: 2/20/81

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 280

CALENDAR DAYS USED: 320

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 114

PROJECT AUTHORIZATION: $817,797.80
752,950.07

EXCLUSIVE OF ENGINEERING: $

ENGINEERING AUTHORIZATION: $64,847.37

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $687,820.22

ENGINEERING COST TO DATE: $76,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT [redacted] UNDERRUN: 9 %

PERCENT OF AUTHORIZATION: 118%

DATE PROJECT WAS COMPLETED: 10/15/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO						
PERCENT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Rain	0		
TUESDAY	Showers	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Rain	0		
SATURDAY		0		

ASHE K
CAE
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SCS
EEO

RECEIVED
MAR 12 1982
CONSTRUCTION BRANCH

CA
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3/7 SUNDAY	No activity.
3/8 MONDAY	No activity.
3/9 TUESDAY	No activity.
3/10 WEDNESDAY	No activity.
3/11 THURSDAY	No activity.
3/12 FRIDAY	No activity.
3/13 SATURDAY	No activity.

REMARKS

Office working on Semi-Final

SIGNED W.E. Hoffman
W.E. Hoffman Proj. Mgr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9208

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12 - 2 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-F-32(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90149

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/15/81

8. FEDERAL ROUTE NUMBER FAU 9244 & Primary 32

9. STATE ROUTE NUMBER Primary 29

10. GENERAL LOCATION:

SW Murray Blvd. - SW Walker Road

11. GENERAL DESCRIPTION OF WORK

Furnish and install signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY.
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~[illegible] PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/15/81 as requested in Mr. Keasey's letter of 12/10/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $415 Federal Funds $374.

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO
[illegible]
FOR
Info Inve. R/D [illegible] Act File

14. DATE 12/21/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7208 5675

Files L,

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 2 1981
NORMA PAULUS
SECRETARY OF STATE

December 1, 1981

IN REPLY REFER TO
FILE NO.:
CON 5
#9207 & #9208

FILED
DEC 2 1981
NORMA PAULUS
SECRETARY OF STATE

Mr. Joseph A. Yazbeck, Jr.
Attorney at Law
735 S.W. 1st Avenue
Portland, OR 97204

Dear Mr. Yazbeck:

This will acknowledge receipt of your letter of November 19 with two claims from Dirt and Aggregate Interchange against Hansen Electric Company, Inc. on the following contracts:

> Claim for clearing and grubbing, excavation, placement of rock, finish work, miscellaneous materials, placement of utilities and paving in the sum of $18,792.53 on Contract No. 9207 for traffic signal installation on the Beaverton-Tualatin Highway at Hunziker Street in Tigard.
>
> Claim for demolition, clearing and grubbing, excavation, placement of rock, finish work, miscellaneous materials, placement of utilities, placement of concrete, paving and trucking rental in the sum of $103,502.30 on Contract No. 9208 on S.W. Murray Boulevard-S.W. Walker Road in Beaverton.

As you know, United Pacific Insurance Company furnished the bonds on these two contracts. It appears you have notified them of these claims. We will advise the prime contractor and we will also forward the claims to the Secretary of State for filing.

Please advise this office when your client's claims have been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hansen Electric Company, Inc.
1127 S. Broadway
Coos Bay, OR 97420

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copies of this letter.

12-4-81 dmc

ALLEN & YAZBECK
ATTORNEYS AT LAW
735 S.W. 1ST AVE. 3RD FLOOR
PORTLAND, OREGON 97204
503-224-2147

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.

November 19, 1981

Robert Gormson
Manager, Oregon State Department of
Transportation Commissions Services
Room 122
Department of Transportation Bldg.
Salem, Oregon 97310

RE: Hansen Electric, Southwest Murry Blvd.-Walker Road-Contract No. 9208 and Beaverton-Tualitan Highway at Southwest Hunziker-Contract No. 9207

Dear Mr. Gormson:

Enclosed are Dirt & Aggregrate's claims against the bonds provided by Hansen Electric on the two above-referenced contracts.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/mch

Enclosures

cc: Dirt & Aggregrate
ATTN: Henry Pelfrey

United Pacific Insurance Company
P.O. 1216
Tacoma, WA 98401

CERTIFIED MAIL - Return Receipt
No. 850374

RECEIVED
NOV 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV 23 1981

CLAIM ON A PUBLIC BOND

TO : Robert Gormson, Manager
Oregon State Department of Transportation
Commissions Services
Room 122, Dept. of Transportation Bldg.
Salem, OR 97310

Notice hereby is given that the undersigned Dirt & Aggregrate Interchange, Inc. has a claim for demolition, clearing and grubbing, excavation, placement of rock, finish work, miscellaneous materials, placement of utilities, placement of Portland Cement concrete, paving and trucking rental in the sum of $103,502.30 against the bond taken from Hansen Electric as principal and United Pacific Insurance Company as surety for work performed pursuant to the Southwest Murry Blvd.-Walker Road contract, No. 9208.

DIRT & AGGREGRATE INTERCHANGE

By Baltazar F Ortiz Vice Pres
Baltazar F. Ortiz, Vice President

RECEIVED
NOV 24 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9206 5(d)(3)

files L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 13 1981
NORMA PAULUS
SECRETARY OF STATE

November 1[illegible], [illegible]

IN REPLY REFER TO
FILE NO.:
CON. 5
#9208

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Attention: Jon E. Morris, President

FILED
NOV 13 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of November 3, 1981, indicating that Dirt and Aggregate Interchange, Inc., owes you for material in the amount of $19,606.50.

Your claim letter states this is in reference to Contract No. 9208 with Hansen Electric Company, Inc., for work on S.W. Murray Boulevard-S.W. Walker Road in Beaverton, Washington County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Hansen Electric Company, Inc.
1127 S. Broadway
Coos Bay, OR 97420

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON C

11-16-81 dmc

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

November 3, 1981

Department of Transportation
Transportation Building
Salem, OR 97310

Attetion: Robert W. Gormsen, Commission Service

RE: Hansen Electirc Company
OSHD Contract #9208
S.W. Murray Blvd.-S.W. Walker Raod

Gentlemen:

Cascade Construction Company, Inc. furnished asphaltic concrete mix to Dirt & Aggregate Interchange, Inc. FOB our plant for the above project in September, 1981. Notice is herby given that the undersigned Cascade Construction Company, Inc. has a claim for $19,606.50 against the bond taken from Hansen Electic Comapny and the United Pacific Insurance Company for the OSHD Project as S.W. Murray Blvd.-S.W. Walker Road.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

CC: Hansen Electric Company
United Pacific Insurnace Co.
Dirt & Aggregate Interchange

JEM/rcb

CERTIFIED
P20
MAIL

9208

files

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

November 2, 1981

Hansen Electric Company
P. O. Box 1228
Coos Bay, OR 97420

RE: OSHD Contract #9208
S.W. Murray BLvd. - S.W. Walker Road

Gentlemen:

Cascade Construction Company, Inc. has supplied asphaltic concrete mix to Dirt & Aggregate Interchange, Inc. in September, 1981 for the above project for which you are the prime contractor. At this date, Cascade has not been paid for $19,606.50 of purchases for mix that was placed on your project. This letter is to alert you that Cascade will look to your payment bond if funds are not received from Dirt & Aggregate Interchange, Inc.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

cc: United Pacific
OSHD
Dirt & Aggregate

JEM/rcb

11.3.81. This does not appear to be a notice of claim - File in contract file.

11-5-81 claim letter dated 11-3-81 recd. from R.

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

9208

L.

September 18, 1981

Hansen Electric Company, Inc.
1127 S. Broadway
Coos Bay, OR 97420

CON 5
#9208

Gentlemen:

Enclosed is an Assignment of Claim in connection with our Contract No. 9208 for work on the S. W. Murray Boulevard-S.W. Walker Road in Beaverton. This assignment when executed will allow us to disburse $104,737 to Signal and Control Systems Inc., who is your supplier.

The assignment, after being signed by Hansen, should be approved by the surety. Written approval by the surety should accompany the assignment form.

When both of these things are done, return the assignment and the written consent of your surety to this office (121 Transportation Building, Salem, OR 97310) and we will proceed with the disbursal.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:fkn
Atts.

cc
United Pacific Insurance Co.
700 N. E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

Monte McKeehen, Attorney
59 E. 11th Street, Suite A
Eugene, OR 97401

bc
C. T. Keasey
Bob Church
Jack Sollis
Jan Peterson

[illegible]
[illegible] Contractor & Signal &
[illegible]
[illegible] to Signal
[illegible]

9208

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-1-81

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-32(9)

VOUCHER PERIOD
FROM 4-16-79
TO 10-01-80

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$44,143.80	$41,902.47	88.18%	$36,949.60	$36,949.60	$ 0.00

RECEIVED DIVISION OFFICE
BY
DATE

DIVISION OFFICE REVIEW MADE
BY
DATE

PASSED FOR PAYMENT
BY
DATE

REMARKS Oregon

4/1/81 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

Form 81-734-1204

STATE OF OREGON—HIGHWAY DIVISION

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF ....

($..................) Dollars, to .... paid, ... hereby sell, assign and transfer

the within claim for ....

....

....

....

.... and authorize and empower

to .... to act as agent for ....

said ....

and in .... name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this .... day of ...., 19.......

Executed in the presence of us as witnesses:

....

....

....

....

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Murray Blvd.-S.W. Walker Rd. (Beaverton) Section SR in Washington					
	Preliminary Engineering **Type Code P.E.**					
	State	All	Required		$41,902.47	
	Total Participating Cost				$41,902.47	
	Nonparticipating Cost					
	State	All	Required		2,241.33	
	Total Project Cost				$44,143.80	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/19/81.					
	AMOUNT CARRIED FORWARD					

APPROPRIATION

VOUCHER F
FEDERAL.

```
    034   1991     920      00 P 1                         .23            13.43            157.27
    034   1991     922      00 P 1                                                           9.44
                   TOT      P1                             .23            13.43          4,126.92
                ** JOB TOTALS **                           .23  **        13.43  **      4,126.92  **

0016490000063081 CONT NO     FA PROJ NOS X1  032009 100                                           STATE
    034   1996     295      00 N 9  Tr. City                                             3,500.00
    034   1996     296      00 N 9  "  St                           11,949.60CR         40,449.60CR
    034   1996     298      00 N 9  "  Fed                          11,949.60           36,949.60
    034   1996     901      00 P 1  Proj. Mgr.   ~~33.53~~                90.41       ~~16,774.18~~  16,740.65
    034   1996     901      00 N 1  "   "             1.63                86.36            309.42
    034   1996     902      00 P 1  Citi. Inv.  ~~27.72~~                27.72          ~~123.73~~    96.01
    034   1996     902      00 N 1  "   "              .80                  .80             63.82
    034   1996     905      00 P 1  Fin. Des                          1,499.44           2,455.70
```

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TOTAL TO DATE JOB COST SUMMARY                                          JUNE 1981          PAGE  662

                                                                         FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE
                                   034  1996  910      00 P 1  Reg. Geol.          144.64            539.09
                                   034  1996  911      00 P 1  Tr. Sec.          4,956.18         15,324.38
                                   034  1996  911      00 N 1  "   "     .17           .17               .17
                                   034  1996  913      00 P 1  R/W Acquis.                            34.22
                                   034  1996  914      00 P 1  Sig. St.            478.60          1,455.19
                                   034  1996  914      00 N 1           3.61          3.61              3.61
                                   034  1996  916      00 P 1                                      1,361.80
                                   034  1996  920      00 P 1                      553.50            566.90
                                   034  1996  921      00 P 1  Specs.            1,249.22          1,249.22
                                   034  1996  922      00 P 1                       53.61             53.61
                                   034  1996  923      00 P 1                    1,616.[illegible]          1,780.04
                                   034  1996  923      00 N 1            .16         68.56             68.56
                                   034  1996  926      00 P 1  Struct. Found.       10.60             10.60
                                   034  1996  [illegible]      00 P 1  Tr. Counsrs                        235.06
                                   034  1996  [illegible]      00 N 1  "   "     .42        138.23            355.19
                                   034  1996  [illegible]      00 N 1   29.[illegible]     1,04[illegible].4[illegible]          1,27[illegible]
                                              TOT      P1      [illegible]          10,680.80       ~~[illegible]~~  41,902.47
                                              TOT      M1      [illegible]           1,33[illegible].22          2,077.43
                                           ** JOB TOTALS **   97.33  **       12,019.02  **   ~~44,841.16~~  **
                                                                                                43,979.90

TUALATIN VLY HY-S CTY LMT(HLB CONT NO   # FA PROJ NOS M   025001 100                                    STATE
                                   034  1997  [illegible]      00 N 9  114.44CR      422.6[illegible]CR         7,629.6[illegible]CR
                                   034  1997  [illegible]      00 N 9  114.44        422.6[illegible]           7,629.6[illegible]
                                   034  1997  [illegible]      00 P 1                                   [illegible]
                                   034  1997  [illegible]      00 P 1                                 6,2[illegible].7[illegible]
                                   034  1997  [illegible]      00 P 1                                    100.72
                                   034  1997  [illegible]      00 P 1                     389.46         67[illegible].32
                                   034  1997  [illegible]      00 P 1                                     88.64
                                   034  1997  [illegible]      00 P 1                                    398.4[illegible]
                                   034  1997  910      00 P 1                   [illegible]CR        1,11[illegible].12
                                   034  1997  911      00 P 1                   [illegible]CR          [illegible]
                                   034  1997  914      00 P 1                                     [illegible]
```

61.25 of "P" cost charged in error to this prefix were transferred out in July 1981, Please use this as corrected fiche.

Thanks,
Diane

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/81

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
034-1917	1	XI -2702-005 APPR-823	250,000.00	137,148.04	135,917.03	85.00	115,529.48	114,946.76		582.72
034-1919	1	HES -2702-007 APPR-141	13,500.00	42,383.51	42,383.51	90.00	38,145.16		24,645.16 B	13,500.00
034-1920	1	F -0032-011 APPR-010	139,765.00	16.48	16.48	88.18	14.53	14.13		.40
034-1921	1	HES -2702-008 APPR-141				90.00				
034-1929	1#	HHSO-0032-002 APPR-145	5,581.53	6,307.68	6,201.70	90.00	5,581.53	5,581.53		
034-1938	1#	F -0027-001 APPR-010	6,333.16	7,381.30	7,381.30	85.80	6,333.16	6,333.16		
034-1958	1	ROS -2701-001 APPR-144	34,402.54	38,225.86	38,225.86	90.00	34,403.27	34,402.54	.73 B	
034-1966	1#	TOF -0032-004 APPR-124	10,154.36	11,296.02	11,282.62	90.00	10,154.36	10,154.36		
034-1968	1#	XI -0903-004 APPR-823	88,738.32	104,583.94	103,424.62	85.80	88,738.32	88,738.32		
034-1969	1#	TGM -9228-001 APPR-124	3,931.96	4,582.70	4,582.70	85.80	3,931.96	3,931.96		
034-1972	1#	F -2702-002 APPR-010	11,358.28	16,144.50	13,242.72	85.77	11,358.28	11,358.28		
034-1974	1#	U -0186-026 APPR-032	29,286.48	34,211.01	34,133.43	85.80	29,286.48	29,286.48		
034-1982	1	TOF -0035-005 APPR-124	5,280.00	8,117.05	8,105.04	88.10	7,140.54	5,280.00	1,860.54 B	
034-1983	1#	ROS -000S-003 APPR-144	1.33	1.48	1.48	90.00	1.33	1.33		
034-1987	1#	TOF -0035-006 APPR-124	9,351.56	10,635.71	10,614.71	88.10	9,351.56	9,351.56		
034-1989	1	RRS -0032-008 APPR-138		163.27		90.00				
034-1990	1	XI -0032-007 APPR-823	99,900.00	106,447.98	104,125.45	85.00	88,506.63	88,381.97		124.66
034-1991	1	TOF -0903-007 APPR-124	4,848.00	4,126.92	4,126.92	85.77	3,539.66	3,539.46		20
034-1996	1#	XI -0032-009 APPR-823	36,949.60	43,979.90 ~~44,041.15~~	41,902.47 41,969.41	88.18	36,940.60 ~~37,008.63~~	36,949.60	59.03 B	
034-1997	1#	M -9025-001 APPR-436	7,629.65	8,985.37	8,892.37	85.80	7,629.65	7,629.65		
034-1998	1#	M -9011-001 APPR-436	24,630.04	28,706.34	28,706.34	85.80	24,630.04	24,304.75	325.29 D	
036-1935	1#	ROS -000S-003 APPR-144	7,902.19	9,065.90	8,780.21	90.00	7,902.19	7,902.19		
036-1944	1#	RS -0096-007 APPR-075	4,757.99	10,112.00	5,295.09	85.80	4,543.19	4,757.99	214.80-D	
	2#	U -0096-007 APPR-032	610.30	756.36	711.31	85.80	610.30	610.30		
036-1944		PREFIX TOTALS	5,368.29	10,868.36	6,006.40		5,153.49	5,368.29	214.80-	
036-1946	1#	RF -0059-004 APPR-073	14,915.46	19,274.30	17,328.99	85.80	14,868.27	14,915.46	47.19-D	

7201

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 15, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Archeological Salvage

I request confirmation of Mr. Riedl's verbal authorization for a program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects:

Project No.	Requested Authorization Date	Project Est. Cost	
IX-24(22)	12/19/80	$995	SE 182ND - BIRDSDALE AVE
IX-27-2(5)	12/16/80	$995	BEAVERTON-TIGARD HWY INTCHG SECTION

It is understood your confirmation of the preceding request will result in authorization to proceed with the work. The estimated total cost of each project is as tabulated with no additional obligation of Federal funds at this time. Additional Federal funds will be requested when and if the need raises to justify an increase in preliminary engineering expenditure. Reimbursement will be claimed on an actual cost basis.

Form 734-3122

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy of each for our files.

I further request confirmation of Mr. Riedl's verbal authorization to proceed with work by the University of Oregon for each project on the date shown in the preceding tabulation.

JLG:bke
Enc.

cc: Gary Potter
Gary Zehner

[illegible]

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 12-46	**FEDERAL-AID PROJECT AGREEMENT** 12/1/80	County Washington Project No. IX-F-32(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 8, SW Walker Rd., 2.4 mi., (Beaverton)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-2-80	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
776,311.00 (823) $ 33,722.00 (010)	659,864.00 (823) $ 29,725.00 (010)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator [illegible] 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, November 20, 1980

Federal-Aid Project
No. IX-F-32(10)

S.W. MURRAY BLVD.-S.W. WALKER RD. (BEAVERTON)
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY

Project Agreement Estimate.

Type Code Y031
Signals (M.P. 2.24 to M.P. 4.56)

Mobilization	(40%) All Required		$ 5,672.00
Temporary Protection and Direction of Traffic	(46%) All Required		8,032.98
Temporary Signs	1,033 lin.ft.	5.40	5,578.20
Flagmen	100 hour	24.50	2,450.00
Concrete Walks	25 sq.yd.	18.17	454.25
Concrete Curbs	11 lin.ft.	5.50	82.50
Traffic Signal Installation, Complete	(51%) All Required		200,196.93
Fire Pre-emption System, Complete	(62%) All Required		25,716.98
			$248,183.84

Anticipated Items		
Permanent Pavement Striping	(25%) All Required	$ 1,000.00
	Subtotal	$249,183.84
	Engineering	22,764.16
	Engineering (Signal Cont. Testing)(51%)	5,992.50
	Engineering (Opticom Testing)(62%)	4,882.50
	Total	$282,823.00

Length of Project - - - - 0.00 Mile

Work Retained in Program Status
(Not included in amounts below.)

Work by Southern Pacific Trans. Co.	All Required	$ 500.00

Type Code Y008
Roadway Channelization (Sta. 145+00 to Sta. 152+95)

Mobilization	(43%) All Required		$ 6,097.40
Temporary Protection and Direction of Traffic	(34%) All Required		5,937.42
Temporary Signs	513 sq.ft.	5.40	2,770.20
Temporary Barricades	40 each	100.00	4,000.00

Flagmen	500 hour	24.50	12,250.00
Removal of Structures and Obstructions	All Required		5,775.00
General Excavation	1,700 cu.yd.	7.88	13,396.00
Trench Excavation	35 cu.yd.	10.50	367.50
Finishing Roadbed and Slopes	All Required		5,775.00
Watering	35 M-gal.	13.13	459.55
Aggregate Shoulders	500 ton	13.13	6,565.00
Class "B" Asphalt Concrete	3,100 ton	33.60	104,160.00
18-inch Culvert Pipe	5 lin.ft.	26.25	131.25
12-inch Sewer Pipe	116 lin.ft.	18.90	2,192.40
Concrete Inlets, Type G-1	6 each	656.25	3,937.50
Concrete Walks	1,080 sq.yd.	18.17	19,623.60
Concrete Driveways	40 sq.yd.	21.53	861.20
Concrete Curbs	2,580 lin.ft.	5.50	14,190.00
Concrete Islands	27 cu.yd.	168.00	4,536.00
Paved Culvert End Slopes	31 sq.ft.	5.78	179.18
Adjusting Manholes	2 each	105.00	210.00
Adjusting Inlets	1 each	262.50	262.50
Removal of Existing Sign Installation	All Required		1,680.00
Wood Sign Posts	All Required		3,675.00
Type "C" and "D" Signs in Place	283 sq.ft.	13.65	3,862.95
Move, Reinstall and Modify Existing Signs	All Required		4,725.00
Traffic Signal Installation, Complete	(26%) All Required		102,061.18
Fire Pre-emption System, Complete	(24%) All Required		9,954.96

Anticipated Items

Permanent Pavement Striping	(50%) All Required	$ 2,000.00
On-the-Job Trainee (1 at $800)	All Required	800.00
		$ 2,800.00

Subtotal	$342,435.79
Engineering	41,283.21
Engineering (Signal Cont. Testing)(26%)	3,055.00
Engineering (Opticom Testing)(24%)	1,890.00
Total	$386,664.00

Length of Roadway ------ 0.00 Mile

Oregon State Highway Division
Salem, Oregon, November 20, 1980

Federal-Aid Project
No. IX-F-32(10)

SUMMARY OF FUNDS

Description	Code	Pro-rata	Total Cost	Federal Funds	State Funds	Local Funds
Signals	823G1	85%	$282,823	$240,399	$ - -	$42,424
Channelization	823G3	85%	*352,942	300,000	52,942	- -
Channelization	010G3	88.15%	33,722	29,725	3,997	- -
Reserve	823G1	85%	140,546	119,465	- -	21,081
Totals			$810,033	$689,589	$56,939	$63,505

*NOTE: Fixed amount.

Group 1 - 73%   Group 3 - 10%   Group 9 - 7%
Contract No. 9208
Prefix: 34-1996
Prefix: 34-1046

S.W. 107TH AVE. (M.P. 2.63)
S.W. MURRAY BLVD.-S.W. WALKER RD. (BEAVERTON)
(Nonparticipating - State Work) Group 9

Mobilization	(7%) All Required		$ 992.60
Temporary Protection and Direction of Traffic	(10%) All Required		1,746.30
Temporary Signs	207 sq.ft.	5.40	1,117.80
Flagmen	50 hour	24.50	1,225.00
Concrete Walks	15 sq.yd.	18.17	272.55
Concrete Curbs	10 lin.ft.	5.50	55.00
Traffic Signal Installation, Complete	(10%) All Required		39,254.30
Fire Pre-emption System, Complete	(7%) All Required		2,903.53
			$ 47,567.08

Anticipated Item

Permanent Pavement Striping	(12-1/2%) All Required	$ 500.00
	Subtotal	$ 48,067.08
	Engineering	4,762.67
	Engineering (Signal Cont. Testing)(10%)	1,175.00
	Engineering (Opticom Testing)(7%)	551.25
	Total	$ 54,556.00

9208

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-39	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/1/80	State Oregon County Washington Project No. HHS-9244(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR8, Tualatin Valley Hwy. @ 110th Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-28-80	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 68,911.00	$ 62,019.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 20, 1980

Federal-Aid Project
No. HHS-HES-9244(1)

TUALATIN VALLEY HIGHWAY AT S.W. 110TH AVE.
WASHINGTON COUNTY

Project Agreement Estimate.

Type Code Y031
Traffic Signal (M.P. 2.75)

Mobilization	(10%) All Required		$ 1,418.00
Temporary Protection and Direction of Traffic	(10%) All Required		1,746.30
Temporary Signs	207 sq.ft.	5.40	1,117.80
Flagmen	50 hour	24.50	1,225.00
Concrete Walks	35 sq.yd.	18.17	635.95
Concrete Curbs	25 lin.ft.	5.50	137.50
Traffic Signal Installation, Complete	(13%) All Required		51,030.59
Fire Pre-emption System, Complete	(7%) All Required		2,903.53
			$ 60,214.67

Anticipated Items

Permanent Pavement Striping	(12-1/2%) All Required	$ 500.00

Subtotal	$ 60,714.67
Engineering	6,117.58
Engrg. (Signal Cont. Testing)(13%)	1,527.50
Engrg. (Opticom Testing)(7%)	551.25
Total	$ 68,911.00

Length of Project - - - - - 0.00 Mile

Oregon State Highway Division
Salem, Oregon, November 20, 1980

Federal-Aid Project
No. HHS-HES-9244(1)

SUMMARY OF FUNDS (90%)

Description	Appn. Code	Total Cost	Federal Funds	State Funds
Signal	145	$ 68,911	$62,019	$ 6,892

Group 2 - 10%
Contract No. 9208
Prefix: 34-1996
Prefix: 34-1046

9218 10-31-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HS-9244(1)
STATE PROJECT NO. See below
PROGRAM NO.
COUNTY NAME Washington
ITEM NO. 00096
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-10
orig

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-31-80

FEDERAL ROUTE NUMBER FAU 9244
STATE ROUTE NUMBER Primary 29

GENERAL LOCATION:
Tualatin Valley Highway at S. W. 110th Avenue

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-31-80, I approve the withdrawal of appropriation code 141 and prefix HES from the subject construction project. (Project number changed to HHS-9244(1) and decrease TEC $3,521, Federal fund $3,169 for construction.)

DATE 10-31-80
SIGNATURE OF APPROVING OFFICIAL
TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

9201

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 4

October 31, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00096
Project No. HHS-HES-9244(1)
Tualatin Valley Hwy. @ S.W. 110th Ave.
Washington County

I request a program change to delete appropriation code 141. This would change the Project No. to HHS-9244(1) and release obligation of $3,169 in Federal funds.

This request is made because of favorable bids received on the subject project.

DRH:bke

cc: L.E. George
General Files

Form 734-3122

9208

2.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 3

DATE: October 29, 1980

TO: FILE

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 23, 1980, Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 23, 1980, on the following projects.

1. "D" Canal Bridge (6th Street, Malin)
   City Street
   Klamath County
   Structure
   Thirty-two-foot roadway with five-foot sidewalks on structure for bicycle/pedestrian use. Existing approaches are same as structure.

2. Beaverton-Tualatin Highway @ Hunziker Street (Tigard)
   Beaverton-Tualatin Highway
   Washington County
   Traffic Signals
   Intersection improvement. Minor street widening for left-turn lanes.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. S.W. Murray Blvd.-S.W. Walker Road (Beaverton)
   Tualatin Valley Highway
   Washington County
   Traffic Signals
   Eight-foot sidewalks to be constructed on this project for pedestrian/bicycle use.

4. Dundee/Newberg Road @ SPRR Crossing
   County Road
   Yamhill County
   Grading and Paving
   Railroad crossing improvement. Three- to six-foot shoulders provided.

11.125.1307

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

cc: D. G. Talbot
E. S. Hunter
L. E. George
F. E. Terpin
George Bell
Don Harwell

9208

October 28, 1980

ACC

City of Beaverton
City Hall
Beaverton, Oregon 97005

Attn: Susanne Haimbigner
City Recorder

Gentlemen:

On October 23, 1980 the Highway Division received a satisfactory bid from Hansen Electric Co., Inc., P.O. Box 1228, Coos Bay, Oregon 97420, Phone: 267-2143, for S.W. Murray Blvd. - S.W. Walker Road (Beaverton) Section of the Tualatin Valley Highway.

Based on the contractor's bid we estimate your Advance Deposit to be:

Construction Bid Items		$248,183.84
Additional Anticipated Items:		
Other RR Costs (Interconnect)	$ 500.00	
Perm. Pavement Striping	1,000.00	
"OPTICOM" Testing	2,275.00	
Signal Controller Testing	6,350.00	10,125.00
		$258,308.84
4 1/2% Contingencies		11,623.90
9% Engineering		23,247.80
ESTIMATED TOTAL COST		$293,180.54

City's Advance Deposit:
15% of $293,180.54 = $43,977.08 or say $44,000.00

We will award the contract when we receive your Advance Deposit, which should be received in Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310, no later than November 14 1980.

On the attached sheet we have described three options for making your Advance Deposit. Please select the option you desire and submit your Advance Deposit according to the instructions.

Additionally, for use in your discussions with Washington County Fire District No. 1, we are providing the cost of the fire pre-emption system:

Fire Pre-emption System (for Bid Items)	$25,716.90
Testing (Additional Anticipated Item)	2,275.00
	$27,991.90
4 1/2% Contingencies	1,259.64
9% Engineering	2,519.28
	$31,770.90

15% of $31,770.90 = $4,765.64; this amount is included in your Advance Deposit.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD #830: Region 1 Federal Aid Engineer, Jon Rose
Vern Skoog - Please return completed AD # 830
when Advance Deposit is received.

9208

L.

October 28, 1980

Washington County Fire District No. 1
17[illegible] S.W. Blanton Street
Beaverton, Oregon 97006

ACC

Gentlemen:

On October 23, 1980 the Highway Division received a satisfactory bid from Hansen Electric Co., Inc., P.O. Box 1228, Coos Bay, Oregon 97420, Phone: 267-2143, for traffic signals at 107th Avenue, S.W. 110th Avenue, and the ramp terminals of the Beaverton-Tigard Interchange.

Based on the contractor's bid, and Agreement No. 7373, we estimate your Advance Deposit to be:

S.W. 107th: Estimated cost of pre-emption
equipment is $3,778.53.
50% of $3,778.53 = $1,889.27

S.W. 110th: Estimated cost of pre-emption
equipment is $3,778.53. Required
matching funds (10% is $377.85.)
50% of $377.85 = $ 188.93

Ramp Terminals: Estimated cost of pre-emption
equipment is $11,004.96. Required
matching funds (15%) is $1,650.74.
50% of $1,650.74 = $ 825.37

TOTAL $2,[illegible].57

DISTRICT'S ADVANCE DEPOSIT (Rounded) $2,900.00

We will award the contract when we receive a check for your Advance Deposit, which should arrive in Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310, no later than November 14, 1980.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KES:pf

bcc w/AD # 828: Region 1 Federal Aid Engineer, Jon Rose
Vern Skoog - Please return completed AD # 828
when Advance Deposit is received.

1208

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-1

FEDERAL AID PROJECT NO.: IXF 2(10) & HHS-HES-9244(1)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM NO.:

ITEM NO.: 00096 & 90149

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-14

RECEIVED
STATE HWY ENGR
OCT 14 '80
REFER TO
FOR
Info | Inves | R/D | Sign | Att

DATE PS&E APPROVED: 4-28-80: HHS-HES-9244(1)
9-8-80: IX-F32(10)

DATE AUTHORIZATION EFFECTIVE: 10-1-80

FEDERAL ROUTE NUMBER: FAU-9244 & Primary 32

STATE ROUTE NUMBER: Primary 29

GENERAL LOCATION:
SW. Murray Blvd.-SW. Walker Rd. (Beaverton) Section
(Tualatin Valley Hwy. at SW. 110th Avenue)

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Permanent Pavement Striping SF $3,500

☐ OTHER (Specify) On the job Training $ 800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's September 29, 1980, request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a revised total estimated cost of $992,060 - Federal Funds $831,965.30.

A signed copy of the Title Sheet is returned herewith.
(Increase Appropriations Code 010 TEC $1,682 - Federal Funds $1,383.)

DATE: 10-1-80

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

9208

September 28, 1980

Washington County Fire District No. 1
17880 S.W. Blanton Street
Beaverton, OR 97006

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7375

Gentlemen:

Attached for your files is a fully executed copy of a letter-form agreement covering the installation of emergency vehicle pre-emption devices on traffic signals on the Tualatin Valley Highway at 107th and 110th Avenues and at the Beaverton-Tigard Highway Interchange ramp terminals.

We have retained a fully executed copy of this letter-form agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

4208

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 S.W. 5th AVENUE, BOX 1760, PORTLAND, OREGON 97207

September 26, 1980

Oregon Dept. of Transportation
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, OR 97310

Re: Walker Rd. - Murray Blvd. Section
AQ Highway File No. 34-8024
Indirect Source Construction Permit
Date of Issuance 9/23/80

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at Tualatin Valley Highway, Beaverton, Oregon.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

E J Weathersbee

E. J. Weathersbee
Administrator
Air Quality Division

RECEIVED
ENVIRONMENTAL
SECTION

SEP 30 1980

Referred to
Manager Jol
Proj. Coord. ______ Res. Coord. ______
Eng. Coord. ______ cy Adm. Asst. ______
Sec. ______ File ______ ✓

HWH: i
Enclosure
cc:

cys: Bothman
Hardt Hunter Hochring Kersey

AIPI (6/80)

DEQ-1

State of Oregon
Department of Environmental Quality
Air Quality Division
522 S.W. Fifth Avenue, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

NOTICE OF COMPLETION OF INDIRECT SOURCE

This form is to be completed and forwarded to this office upon completion of the construction, installation or establishment of:

Walker Rd. - Murray Blvd. Section

NCIS 34-8024

Date October 3, 1980

Department of Environmental Quality
Air Quality Division
Box 1760
Portland, OR 97207

Attn: Planning and Development Section

Gentlemen:

The construction, installation or establishment of the parking facility or highway facility described above was completed on ______________ and will be in operation by ______________.

____
Signature

____
Title

HWH:i

AINC (6/80)

Permit Number: 34-8024
NCIS No.: 34-8024
Issuance Date: 9/26/80
Page 1 of 3

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Walker Road-Murray Boulevard Section

ISSUED TO:

Oregon Department of Transportation-Highway Division
412 Transportation Building
Salem, OR 97310

SOURCE SITE:

Tualatin Valley Highway
Beaverton, OR

COUNTY:

Washington

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young

William H. Young, Director

SEP 26 1980

Date

Permitted Activities

Until such time as this permit is modified or revoked, Oregon Department of Transportation-Highway Division is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Tualatin Valley Highway between S.W. Walker Road and S.W. Murray Boulevard.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

Notice of Construction

4. A notice of construction form, number NC-IS 34-8024 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

   b. Violation of any of the requirements, limitations, or conditions contained herein.

   c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

P34802.4(1)c

September 17, 1980

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

AGR 4-2

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7295

Gentlemen:

Attached for your files is a fully executed copy of an agreement to install traffic control signal equipment on the Tualatin Valley Highway at S.W. 107th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

7208

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-8-80

FEDERAL AID PROJECT NO.: X-F-32(10)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90149

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 15 '80
REFER TO
FOR
Info · Inves · R/D · D/R · Sign · Act · File

9-15
rec'd [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	FAU 9244 & Primary 32
7/2/80	9/8/80	STATE ROUTE NUMBER	Primary 29

GENERAL LOCATION:

SW Murray Blvd. - SW Walker Road (Beaverton)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
XX☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8/29/80 you are now authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $886,848 Federal funds $757,302.

(Increase apporpriation code	823	TEC	$23,369	F.F.	$19,864
	010		28,479		25,104
	Total		$51,548		$44,968)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9/8/80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-868

9208

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-4-80

FEDERAL AID PROJECT NO.: H[illegible] HES-9244(1)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 00096

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '80
REFER TO
FOR
Info | Inves | R/D | D/R | S/m | Act | File

9-16

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-28-80	9-4-80	FAU 9244
		STATE ROUTE NUMBER Primary 29

GENERAL LOCATION:

Tualatin Valley Hwy at SW. 110th Avenue

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-2-80, I approve the revised construction costs as follows:

APPN CODE	PREFIX	TEC	FF	FF +/-
145	HHS	$100,081	$90,073.30	+ $56,823.30
141	HES	3,521	3,169	- 22,081
Total		$103,602	$93,242.30	+ $34,742.30

(Increase TEC $38,602; FF $34,742.30)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-4-80	G. K. Hassner	for the Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-658

9208

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

August 29, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Additional Construction Obligation
Item No. 90149
Project No. IX-F-32(10)
SW Murray Blvd.-SW Walker Rd. (Beaverton) Sec.
Washington County

I request authorization to proceed with actions necessary to advance the physical construction of the project funded as follows:

Appn Code	Prefix	TEC	FF	%
823	IX	$776,311.00	$659,864.00	85
010	F	110,537.00	97,438.00	88.15
TOTAL		$886,848.00	$757,302.00	

Approval of this request will involve additional estimated total cost and obligations as follows:

Request	TEC	FF
Present	$886,848.00	$757,302.00
Previous	835,000.00	712,334.00
Additional	$ 51,848.00	44,968.00

N

Form 731-3122

A breakdown of the additional funding required is as follows:

Appn Code	Prefix	TEC	FF	%
823	IX	$23,369.00	$19,864.00	85
010	F	28,479.00	25,104.00	88.15
TOTAL		$51,848.00	$44,968.00	

The preceding figures are based on the latest cost estimate.

JLG:bke

cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

9208

(Beaverton)

Section S.W. Murray B[illegible]d. ~ S.W. Walker Rd. Progr[illegible]ming Estimate $ 1,0[illegible],000

Highway Tualatin Valley Project Length –

County Washington 8-27-80 Completion Time 280 CD

Kind of Work Grading, Paving & Signals Est. Comp. Date Aug. 2, '81

Prefix 34-1414 Letting Date Sept. 25, '80 Project No. IX-F-32(10), HHS-HES-9244(1) STATE

34-1996

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ $939,323^{50}$

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs . . (interconnect.)	500
Permanent Signing	
Permanent Pavement Striping.	4,000
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees . . (1)	800
State Responsibility for Damages	
Signal Controller Testing (Engineering)	~~11,750~~ 10,875
Bikeway Signs	
Furnish Mailbox Posts	
~~Adjust Utilities:~~	
______	
OPTICOM Testing	~~7,875~~ 5,075
______	
______	
______	

$ $24,925^{00}$

Subtotal $ $964,248^{50}$

Contingencies (4-1/2%) . . . . $43,391^{1}$

Engineering (8, [✓ 9], 10%) . . . . $86,782^{77}$

~~Subtotal~~ $

Credit for ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ $1,094,422^{05}$

APPROVED

CC: Max Klotz

______
Road Design Engineer

8-28-80
Trout says job rescheduled for Oct. bid due to OPTICON agreements.

Rec'd.
8-27-80

OREGON STATE HIGHWAY DIVISION

~~SUMMARY~~—~~BID SCHEDULE~~—COST ESTIMATE

Sheet 1 of 2

Date Aug. 7, '80

Section S.W. Murray Blvd. - S.W. Walker Rd. (Beaverton) County Washington

Kind of Work Grading, Paving and Signals Length — Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(6%)	53,000-
	Temporary Protection and Direction of Traffic		All	All	-	11,500-
	Temporary Signs		Sq. Ft.	1,960	6-	11,760-
	Temporary Barricades		Each	40	125-	5,000-
	Flagmen		Hour	700	24-	16,800-
	ROADWORK					
	Removal of Structures and Obstructions		All	All	-	5,000-
	General Excavation		Cu. Yds.	1,700	7-	11,900-
	Trench Excavation		Cu. Yds.	35	10-	350-
	Finishing Roadbed and Slopes		All	All	-	5,000-
	Watering		M-Gal.	35	15-	525-
	Aggregate Shoulders		Ton	700	12-	8,400-
	Class "B" Asphalt Concrete		Ton	3,200	35-	112,000-
	18-inch Culvert Pipe		Lin. Ft.	5	35-	175-
	12-inch Sewer Pipe		Lin. Ft.	116	24-	2,78
	Concrete Inlets, Type G-1		Each	6	500-	3,000-
	Concrete Walks		Sq. Yd.	150 ~~110~~	20-	3,000-
	Sidewalk Ramps		Each	7	250-	1,75
	Concrete Driveways		Sq. Yd.	40	25-	1,000-
	Concrete Curbs		Lin. Ft.	2,630 ~~2,580~~	4^{75}	$12,472^{50}$
	Concrete Islands		Cu. Yd.	27	180-	4,860-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date Aug. 21, '80

Section S.W. Murray Blvd. - S.W. Walker Rd. (Beaverton)
County Washington
Kind Of Work Grading, Paving and Signals
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Asphalt Walks		Sq. Yd.	970	6-	5,820
	Paved Culvert End Slopes		Sq. Ft.	31	12-	372
	Adjusting Manholes		Each	2	250-	500
	Adjusting Inlets		Each	1	250-	250
	SIGNING					
	Removal of Existing Sign Installations		All	All	-	2,000-
	Wood Sign Posts		All	All	-	3,510-
	Type "C" and "D" Signs in Place		Sq. Ft.	283	10-	2,830
	Move, Reinstall and Modify Existing Signs		All	All	-	7,000
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	-	591,620 ~~666,000~~
	Fire Pre-emption System, Complete		All	All	-	55,125

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 1 OF 2 SHEETS

S.W. Murray Blvd. ~ S.W. Walker Rd. (Beaverton)

8-22-80
TEB
8-26-80

COST BREAK OUT (~~prelim.~~ final)

A. FAI TRANSFER FUNDS

Est. Contract Amount	$ 372,000.25
Anticipated Additional Items:	
Other RR Costs (interconnect)	500.00
Perm. Pvmt. Striping	1,000.00
"OPTICOM" Testing	4,885.00
~~State Furnished Software Program~~	~~550~~
Sig. Controller Testing (Engrg.)	6,500.00
subtotal	384,885.25
E + C (13½%)	51,959.51
Est. Net Auth. Construction	$ 436,844.76

OPTICON BID ITEM x 62%
TESTING $4375

B. HHS - HES FUNDS

Est. Contract Amount	$ 90,386.75
Anticipated Additional Items:	
Perm. Pvmt. Striping	500.00
OPTICOM TESTING	
~~State Furnished Software Program~~	550.00
Sig. Controller Testing (Engrg.)	1,175.00
subtotal	93,111.75
E + C (13½%)	12,570.09
Est. Net Auth. Construction	$ 105,681.84

OPT. BID ITEM x 7%
TESTING $875

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEE

SHEET 2 OF 2 SHEET

C. FAI - F FUNDS

OPTICON
BID ITEM x 24%
TESTING: $1750

Est. Contract Amount	$405,370 00
Anticipated Additional Items:	
Perm. Pvmt. Striping	2,000 00
OPTICOM Testing ~~State Furnished Software Program~~	1,890 00
Sig. Controller Testing (Engrg.)	2,900 00
subtotal	412,160 00
E + C (13½%)	55,641 60
Est. Net Auth., Construction	$467,801 60
	(46%)

D. STATE FUNDS

OPTICON
BID ITEM x 7%
TESTING: $875

Est. Contract Amount	71,0[illegible] 50
Anticipated Additional Items:	
Perm. Pvmt. Striping	500 00
OPTICOM Testing ~~State Furnished Software Program~~	550 00
Sig. Controller Testing (Engrg.)	1,175 00
subtotal	73,[illegible]
E + C (13½%)	[illegible],894 35
Est. Net Auth., Construction	$83,185 85
	([illegible])

A + B + C + D = $1,093,514 05

Form 49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 2 SHEETS

S.W. Murray Blvd. ~ S.W. Walker Rd. (Beaverton)

8-22-80
TEB

COST BREAKOUT (prelim.)

A. FAI TRANSFER FUNDS

CONT. 6½%
TEST 4,375

Est. Contract Amount	$ 370,888 00
Anticipated Additional Items:	
Other RR Costs (interconnect)	500 00
Perm. Pvmt. Striping	1,000 00
State Furnished Software Program	350 00
Sig. Controller Testing (Engrg.)	1,000 00
subtotal	373,738 00
E + C (13½%)	50,454 63
Est. Net Auth., Construction	$ 424,192 63

B. HHS - HES FUNDS

CONT 7%
TEST 875

Est. Contract Amount	$ 102,232 00
Anticipated Additional Items:	
Perm. Pvmt. Striping	500 00
State Furnished Software Program	350 00
Sig. Controller Testing (Engrg.)	1,000 00
subtotal	104,082 00
E + C (13½%)	14,051 07
Est. Net Auth., Construction	$ 118,133 07

REC'D 8-22-80
Z

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEE
SHEET 2 OF 2 SHEET

C. FAI - F FUNDS

CONT. 24%
TEST 1750

Est. Contract Amount	$402,519 00
Anticipated Additional Items:	
Perm. Pvmt. Striping	2,000 00
State Furnished Software Program	350 00
Sig. Controller Testing (Engrg.)	1,000 00
subtotal	405,869 00
E + C (13½%)	54,792 32
Est. Net Auth., Construction	$460,661 32

D. STATE FUNDS

CONT. 7%
TEST. 875

Est. Contract Amount	81,152 00
Anticipated Additional Items:	
Perm. Pvmt. Striping	500 00
State Furnished Software Program	350 00
Sig. Controller Testing (Engrg.)	1,000 00
subtotal	83,002 00
E + C (13½%)	11,205 27
Est. Net Auth., Construction	$ 94,207 27

A + B + C + D = $1,097,194 29

S.W. Murray Blvd - S.W. Walker Rd. (Beaverton)

34
+ 2
37

SUMMARY

ITEM	UNIT	QUANTITY	SEGREG A IX-32 Murry-
Mobilization (6%)	All	54,000 All	
Temporary Protection and Direction of Traffic	All	11,500 All	5,290
Temporary Signs	Sq. Ft.	11,760 1,960	6,198 1,0
Temporary Barricades	Each	5,000 40	
Flagmen	Hour	16,800 700	4,800
ROADWORK			
Removal of Structures and Obstructions	All	5,000 All	
General Excavation	Cu. Yd.	11,900 1,700	
Trench Excavation	Cu. Yd.	350 35	
Finishing Roadbed and Slopes	All	5,000 All	
Watering	M-Gal.	525 35	
Aggregate Shoulders	Ton	8,400 700	
Class "B" Asphalt Concrete	Ton	112,000 3,200	
18-inch Culvert Pipe	Lin. Ft.	175 5	
12-inch Sewer Pipe	Lin. Ft.	2,784 116	
Concrete Inlets, Type G-1	Each	3,000 6	
Concrete Walks	Sq. Yd.	2,200 110	
Concrete Driveways	Sq. Yd.	1,000 40	
Concrete Curbs	Lin. Ft.	12,255 2,580	
Concrete Islands	Cu. Yd.	4,860 27	
Asphalt Walks	Sq. Yd.	5,820 970	
Paved Culvert End Slopes	Sq. Ft.	372 3	
Adjusting Manholes	Each	500 2	
Adjusting Inlets	Each	250 1	
Removal of Existing Sign Installations	All	2,000 All	
Wood Sign Posts	All	3,510 All	
Type "C" and "D" Signs in Place	Sq. Ft.	2,830 285	
Move, Reinstall and Modify Existing Signs	All	7,000 All	

Mobilization (6%)	All	54,000	Al
Temporary Protection and Direction of Traffic	All	11,500	A
Temporary Signs	Sq. Ft.	11,760	1,960
Temporary Barricades	Each	5,000	40
Flagmen	Hour	16,800	70
ROADWORK			
Removal of Structures and Obstructions	All	5,000	A
General Excavation	Cu. Yd.	11,900	1,70
Trench Excavation	Cu. Yd.	350	3
Finishing Roadbed and Slopes	All	5,000	A
Watering	M-Gal.	525	3
Aggregate Shoulders	Ton	8,400	70
Class "B" Asphalt Concrete	Ton	112,000	3,20
18-inch Culvert Pipe	Lin. Ft.	175	
12-inch Sewer Pipe	Lin. Ft.	2,784	11
Concrete Inlets, Type G-1	Each	3,000	
Concrete Walks	Sq. Yd.	2,200	1
Concrete Driveways	Sq. Yd.	1,000	
Concrete Curbs	Lin. Ft.	12,255	2,5
Concrete Islands	Cu. Yd.	4,860	
Asphalt Walks	Sq. Yd.	5,820	9
Paved Culvert End Slopes	Sq. Ft.	372	
Adjusting Manholes	Each	500	
Adjusting Inlets	Each	250	
Removal of Existing Sign Installations	All	2,000	
Wood Sign Posts	All	3,510	
Type "C" and "D" Signs in Place	Sq. Ft.	2,830	
Move, Reinstall and Modify Existing Signs	All	7,000	
TRAFFIC SIGNALS			
Traffic Signal Installation, Complete	All	666,000	

A R Y

349,288 + 21,600 40% = 370,888

96,832 + 5400 10% = 102,232

379,819 + 22,700 42% = 402,519

76,852 + 4,300 8% = 81,152

UNIT	QUANTITY	SEGREGATION OF QUANTITIES A IX-32(10) MURRY-WALKER	B HHS- HES-9244(1) 110TH	C IX-F-32(10) INTCH	D STATE 107TH
All	54,000 All				
All	11,500 All	5,290 46%	1,150 10%	3,910 34%	1,150 10%
Sq. Ft.	11,760 1,960	6,198 1,033	1,242 207	3,078 513	1,242 207
Each	5,000 40			5,000 40	
Hour	16,800 700	4,800 200	1,200 50	9,600 400	1,200 50
All	5,000 All			100%	
Cu. Yd.	11,900 1,700			1,700	
Cu. Yd.	350 35			35	
All	5,000 All			100%	
M-Gal.	525 35			35	
Ton	8,400 700			700	
Ton	112,000 3,200			3,200	
Lin. Ft.	175 5			5	
Lin. Ft.	2,784 116			116	
Each	3,000 6			6	
Sq. Yd.	2,200 110			110	
Sq. Yd.	1,000 40			40	
Lin. Ft.	12,255 2,580			2,580	
Cu. Yd.	4,860 27			27	
Sq. Yd.	5,820 970			970	
Sq. Ft.	372 3			31	
Each	500 2			2	
Each	250 1			1	
All	2,000 All			100%	
All	3,510 All			100%	
Sq. Ft.	2,830 285			283	
All	7,000 All			100%	

All	54,000	All								
All	11,500	All	5,290	46%	1,150	10%	3,910	34%	1,150	10%
Sq. Ft.	11,760	1,960	6,198	1,033	1,242	207	3,078	513	1,242	207
Each	5,000	40					5,000	40		
Hour	16,800	700	4,800	200	1,200	50	9,600	400	1,200	50
All	5,000	All						100%		
Cu. Yd.	11,900	1,700						1,700		
Cu. Yd.	350	35						35		
All	5,000	All						100%		
M-Gal.	525	35						35		
Ton	8,400	700						700		
Ton	112,000	3,200						3,200		
Lin. Ft.	175	5						5		
Lin. Ft.	2,784	116						116		
Each	3,000	6						6		
Sq. Yd.	2,200	110						110		
Sq. Yd.	1,000	40						40		
Lin. Ft.	12,255	2,580						2,580		
Cu. Yd.	4,860	27						27		
Sq. Yd.	5,820	970						970		
Sq. Ft.	372	3						31		
Each	500	2						2		
Each	250	1						1		
All	2,000	All						100%		
All	3,510	All						100%		
Sq. Ft.	2,830	283						283		
All	7,000	All						100%		
All	666,000	All	333,000	50%	93,240	14%	166,500	25%	73,260	11%

7201

29

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/27/80
Donald L Rount

Sept 25, 1980 Bid Letting __________ All Clear Deadline

SECTION SW Murray Blvd.-SW Walker Rd.
Highway Tualatin Valley Hwy.
County Washington Region 1
Type of Work Signal Funds HES, State, Comb
State____ Consultant ____ Plans Avail.___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	OK
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey	☒					
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	

1205

L

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 S.W. 5th AVENUE, BOX 1760, PORTLAND, OREGON 97207 (503) 229-6086

August 24, 1980

Oregon Dept. of Transportation
Highway Division
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Final date for Submission of Written Comments: September 13, 1980

Re: Walker Rd. - Murray Blvd. Section
AQ Highway File No. 34-8024
Proposed Indirect Source Permit

Gentlemen:

Your application for construction of an Indirect Source has been reviewed by the Department of Environmental Quality. The proposed Indirect Source Construction Permit for this facility is attached. You are invited to review the attached copy and submit any comments you may have in writing prior to the date indicated above. If the proposed permit is satisfactory, no response is necessary.

Any comment received from the public notice procedure will be available for your examination at the close of the 20-day notice period.

All comments received from you, the public and governmental agencies will be considered by the Department.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

RECEIVED
TECHNICAL SERVICES
SEP 8 '80
REFER TO
FOR
Info Invest R/D

HWH:h
Attachments
CC: NWRO

cy: Bothman
Moehring
Keasey
HARDT
Hunter

RECEIVED
ENVIRONMENTAL SECTION
SEP 3 1980
Referred to Manager
Proj. Coord. ______ Res. Coord. ______
Eng. Coord. ______ Adm. Asst. ______
Sec. ______ File ______

DEQ-1 AIPP (6/80)

STATE OF OREGON

DEPARTMENT OF ENVIRONMENTAL QUALITY

INDIRECT SOURCE CONSTRUCTION APPLICATION INFORMATION

The Department of Environmental Quality has completed a preliminary review of an application for construction of the following proposed Indirect Source:

SOURCE NAME: TV Highway - Walker Road to Murray Blvd.

SOURCE LOCATION: Beaverton, Oregon

NAME OF APPLICANT: Oregon Department of Transportation

APPLICANT'S ADDRESS: 412 Transportation Building
Salem, Oregon 97310

DESCRIPTION OF SOURCE: The proposed project would intertie traffic signals between the project limits. Under the Highway 217 structure, the Tualatin Valley Highway would be widened to provide two through lanes in each direction. Also the ramps on Highway 217 would be widened.

The Department's preliminary evaluation, a copy of the proposed permit, and other information pertinent to this proposed facility may be examined at the Office of the Administrator, Air Quality Division, Department of Environmental Quality, 522 S.W. Fifth Avenue, Portland, Oregon.

Remarks:

AICAI (6/80)

STATE OF OREGON

DEPARTMENT OF ENVIRONMENTAL QUALITY

NOTICE OF APPLICATION TO CONSTRUCT AN INDIRECT SOURCE

Those persons described on the attached sheets have applied to the Department of Environmental Quality for a permit to construct an Indirect Source in accordance with Oregon Administrative Rules, Chapter 340, Sections 20-100 through 20-135.

The Department is providing this notice in order to encourage anyone desiring to submit information concerning the applicant(s) or the application(s) which might aid or assist the Department in making an adequate review. Written comments must be submitted prior to:

September 14, 1980

Please address your comments to:

Department of Environmental Quality
Air Quality Division
Planning and Development Section
Box 1760
Portland, OR 97207

The full content of the application, the Department's preliminary review, a copy of the proposed permit, and any other applicable information received to date is available for public inspection at 522 S.W. Fifth Avenue, Portland, Oregon, 229-6086. Please contact the main office of the Department if additional information is desired.

AIPN (6/80)

STATE OF OREGON

DEPARTMENT OF ENVIRONMENTAL QUALITY

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Remarks:

AICAI (6/80)

STATE OF OREGON

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AIPN (6/80)

8-21-80

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. X-F-32(10)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Washington

ITEM NO. 90149

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 2 '80
RETURN TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7/2/80	8/21/80	FAU 9244 & Primary 32
		STATE ROUTE NUMBER
		Primary 29

GENERAL LOCATION:

SW Murray Blvd. - SW Walker Road (Beaverton)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PR-9 dated 8/19/80 I approve the program change adding channelization to the character of proposed work and adding appropriation code 010 with prefix "F" added to project. Also, as requested I approve the revised construction costs for appropriation code 823 to a TEC of $752,942 Federal funds $640,000. (Increase TEC $352,942 Federal funds $300,000) and appropriation code 010 TEC $82,058 Federal funds $72,334.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8/21/80	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-611-855

Budget Bureau No. 41-R206

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.:

DATE SUBMITTED TO W.O.:

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 SR 8, SW Walker Rd., W. 2.4 mi. (Beaverton)	ADT	29,500	FUTURE (66) (70) ----	YEAR (71) (72) --	REGION (74) (75) 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62 Traffic Signals, Illum. & Channel.	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-F-	NUMBER-AGR. 7 32 (10)

CARD	CLASS OF FEDERAL FUNDS [1] Interstate Substitutions General Funded & Consolidated Primary	COUNTY NAME Washington

NAME OF URBAN AREA 17-31 Portland	F.A. SYSTEM Urban & Primary	RTE NO. U P	FEDERAL AID 9244 & 32	STATE (32) 29

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(1 of 5)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5	8-19-80				PE ROW CONST		ITEM AS NOW PRO-GRAMED	90149	IX-32(10)	"SW Murray Blvd.-SW Walker Rd. (Beaverton) Sec."	0.0	400,000	340,000	60,000(City)	Traf
										PROJECT TOTAL	0.0	400,000	340,000	60,000(City)	
5					PE ROW CONST		RE-QUESTED REVISION	90149	IX-F-32(10)	Same IX- F-		752,942 82,058 (16) (23)	640,000 72,334 (24) (33)	(I-80N)	Tra
										PROJECT TOTAL	0.0	835,000	712,334	SEE BACK	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:
To add channelization at Beaverton/Tigard Intchge. and joint fund that port

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: JULY 2, 1980	PROGRAM REVISION REQUESTED DATE August 19, 1980	RECOMMENDED DATE	APP DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

930-

DRH:bke

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

T LOCATION (45 typewriter spaces): , SW Walker Rd., W. 2.4 mi. (Beaverton) 65

ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
ADT	29,500	---- (66) (70)	-- (71) (72)	10 (74) (75)	Oregon	41 (2) (3)	823 010 4 6	90149 (14) (18)

RK (35 spaces): lum. & Channel. 62

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY

FM ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR
(66) (68)	69	70	71	72 73	74 75

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
IX-F- 14 23	32 (10) 7 13	(24) (26)	27

COUNTY NAME: Washington — CODE: 067 14 16

tions General Funded & Consolidated Primary

Portland

F.A. SYSTEM: Urban & Primary

RTE NO.	FEDERAL AID	STATE	U.S.
U P	9244 & 32	(32) 29 (36)	(37) --- (41)

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
53					(54) (58)	(59) (66)	(67) (78)		
	ITEM AS NOW PROGRAMED	90149	IX-32(10)	"SW Murray Blvd.-SW Walker Rd. (Beaverton) Sec."	0.0	400,000	340,000	60,000(City)	Traffic Signals & Illum.
				PROJECT TOTAL	0.0	400,000	340,000	60,000(City)	
	REQUESTED REVISION	90149	IX-F-32(10)	Same IX-		752,942	640,000	(I-80N)	Traffic Signals, Illum. & Channel.
				F-		82,058	72,334		
						(16) (23)	(24) (33)		
				PROJECT TOTAL	0.0	835,000	712,334	SEE BACK	

submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:
To add channelization at Beaverton/Tigard Intchge. and joint fund that portion of work.
(over)

or more projects. Prepare a form PR-1 for all such action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE August 19, 1980	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

class of project to another, or covers joint financing, show both classes of funds involved.

RE OBSOLETE AFTER 7-1-61

USCOMM-DC 48933-P61

S.W. Murray Blvd.-S.W. Walker Rd. (Beaverton) Sec.
Project No. IX-F-32(10)

Project Data: Work under this project consists of the following:

a) Upgrade traffic control signals as directed, provide fire preemption and install interconnect from Murray Blvd. to Walker Road and perform incidental work common for this type of project. Utility adjustment as necessary and railroad protective service as needed. Install illumination where directed.

b) Channelization requiring grading, draining and high-type pavement on existing alignment, multi-phase fully actuated traffic signals at the ramps and incidental work common to this type of project. Adjustment of utilities as required.

Fiscal Data for Funds

Proj. Data	TEC	FF	State	Local	Code	Pro-Rata
a)	$400,000	$340,000	$ -----	$60,000	823	85%
b)	$352,942	$300,000 *	$ 52,942	-----	823	85%
	$ 82,058	$ 72,334	$ 9,724	-----	010	88.15%
TOTALS	$835,000	$712,334	$ 62,666	$60,000		

*Fixed

Data For PR 37:

Type Code	Y008	$242,500
	Y030	25,000
	Y031	567,500

Note:
1) This project is in Congressional District No. 1.
2) Included in MSD FY '80 AE/TIP on page 143 line 257.
3) Easterly 0.66 miles of project (27.5%) is on FAU 9244 but for fiscal convenience has been included in this project.

9208

29

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

P-11-80

DATE

PREFIX

IDENTIFICATION

PROJECT NAME: Tualatin Valley Highway at SW Murray Blvd.

HIGHWAY NAME: Tualatin Valley

HIGHWAY NUMBER: 29

REGION: 1

ADMINISTRATIVE DISTRICT: 2A

COUNTY: Washington

CITY: Beaverton

LENGTH: 0.4

MILEPOST NUMBER: 4.3 TO 4.7

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Provide right turn lanes on all four legs of the TV Highway @ Murray Blvd. intersection. Relocate signal poles and provide intertie between Murray Blvd. and Hocken Avenue. Widen the railroad crossing on Murray Blvd. Overlay the existing roadway at the intersection.

A sketch of the proposed intersection design is attached showing the approximate storage lengths needed for the right turn lanes.

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann ✓
Watson W
Erikson
Leu
Hager
Dorn
Due
[✓ Return] Discuss Do File Copy
FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
AUG 17 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 30,700

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 45

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 8/11/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Four 12' lanes	Four 12' lanes
SHOULDERS	0 - 4'	0 - 4'
MEDIANS	16'	12'
PARKING LANES		— — —
SIDEWALKS	6' - 12'	6'
BIKEWAYS		4'-6'
INTERCHANGES		— — —
OTHER:		14' right turn lanes

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☒	☐	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☒	☐	☐
Signing	☐	☒	☐	At Grade	☒	☐	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ____	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way 6 parcels plus RR	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☐	☒	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	12
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	______ (Region)	F. 4 Q '81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

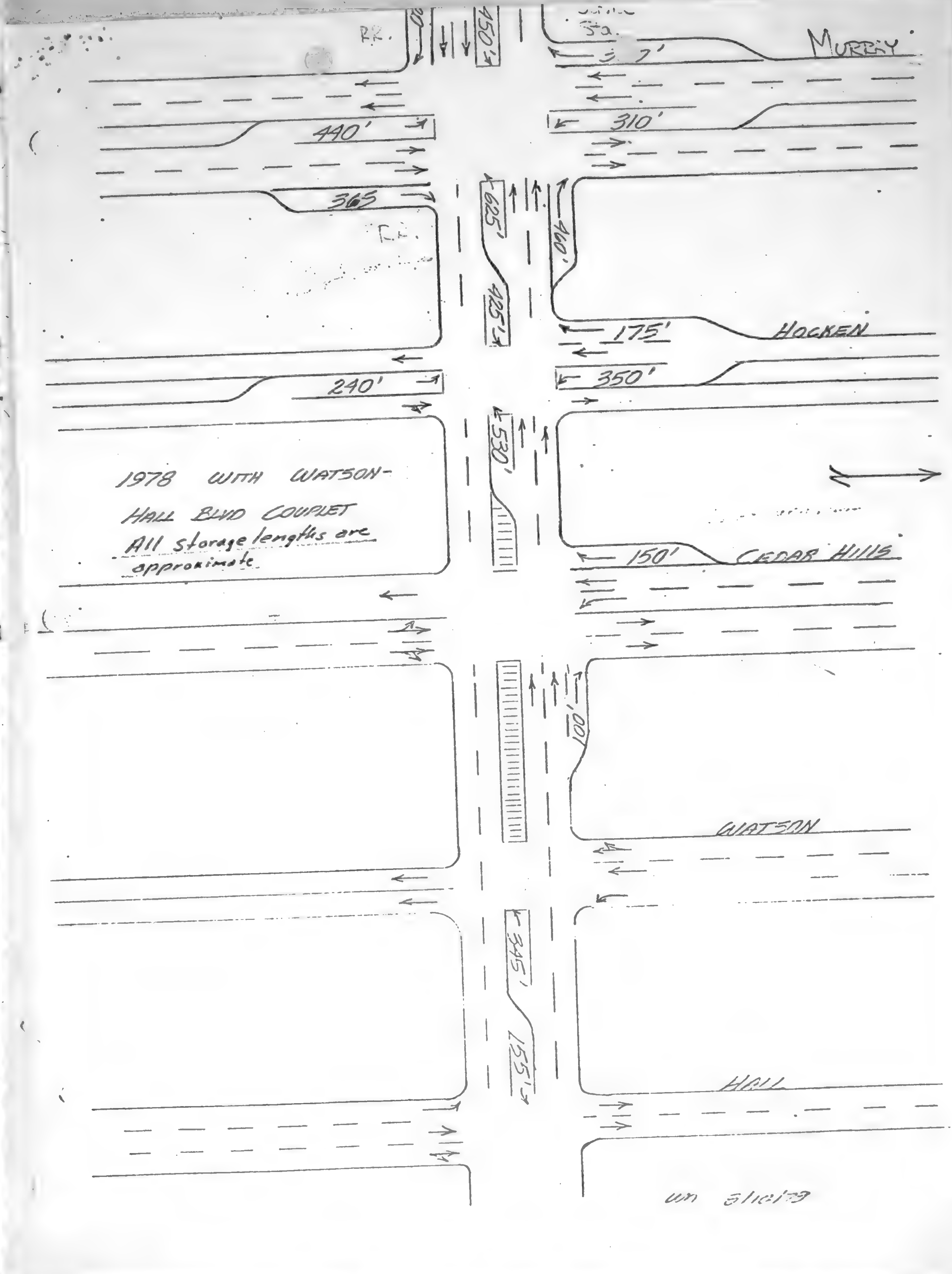
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	34,500	85,000
RIGHT OF WAY	26,000	
TRAFFIC CONTROL Relocate signal system New signal so. of RR and signal removal. Intertie.	112,000	
ILLUMINATION		
STRUCTURES		
RAILROAD	6,500	
ROADWAY	321,000	
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	500,000	

SUBMITTED BY ______________________________


R.R.
Sta.
MURRAY
450'
3_7'
440'
310'
365
R.R.
625'
460'
425'
HOCKEN
175'
240'
350'
530'
CEDAR HILLS
150'
100'
WATSON
345'
155'
HALL

1978 WITH WATSON-HALL BLVD COUPLET

All storage lengths are approximate

wn 5/10/79

9208

July 7, 1980

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

AGR 4

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7294

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the Tualatin Valley Highway at 110th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (conf. agree. att.)

1208

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7-2-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. X-32(9)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administration
Salem, Oregon

PROGRAM NO.

ITEM NO. 90149

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ ☐ 3.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL - 7 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE JUL 2 1980 ~~6-25-80~~

FEDERAL ROUTE NUMBER Primary32 and FAU 9244

STATE ROUTE NUMBER Primary 29

GENERAL LOCATION:

SW Murray Blvd. - SW Walker Road Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of May 15, 1980 I approve the revised Preliminary Engineering costs to a TEC of $45,000 - FF $38,175.
(Increase TEC $15,500 - FF $13,175)

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

DATE 7-2-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 32(10)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90149

COUNTY NAME Washington County

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL - 7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-7

DATE PS&E APPROVED: JUL 2 1980 ~~6-25-80~~

DATE AUTHORIZATION EFFECTIVE: JUL 2 1980 ~~6-25-80~~

FEDERAL ROUTE NUMBER: Primary 32 and FAU 9244

STATE ROUTE NUMBER: Primary 29

GENERAL LOCATION:
SW Murray Blvd. - SW Walker Rd. (Beaverton) Section

GENERAL DESCRIPTION OF WORK:
Traffic Signals and Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 5-5-80 you are now authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $400,000 - FF $340.00.

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

DATE: 7-2-80

SIGNATURE OF APPROVING OFFICIAL: G K H

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-858

9259

TRA 7 29

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

ATTN:
W. Cole
Design Engineer Supervisor

DATE: June 20, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Review of Proposed Traffic Movements
Tualatin Valley Highway
SW Murray Boulevard - SW Walker Road Section

We have reviewed the traffic pattern changes shown in red suggested by Mr. T. Schwab and concur that these minor changes will not pose any operational problems.

The radius in the northeast quadrant should be increased from 20 feet to a size which would accomodate trucks.

Please make available at your earliest convenience a base map so our Signal Design Unit can complete the signal design in this revised quadrant.

L E George
L. E. George
Traffic Engineer

GLC:jrb

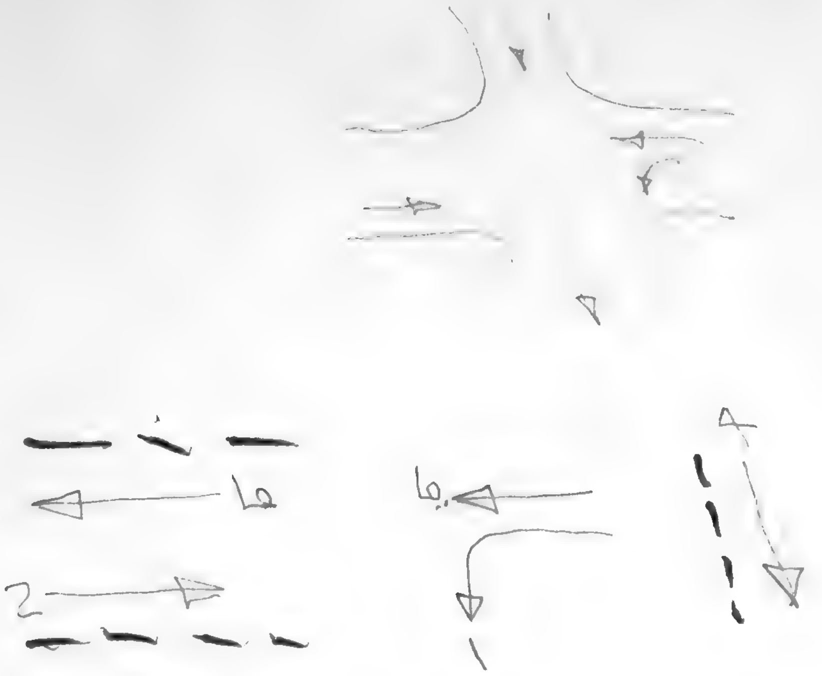
RECEIVED
JUN [illegible] 1980
ROAD DESIGN SECTION

Versteeg
Anderson
✓ Christensen Doc
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File
Return To
Entry Date /
Action

REFERRED TO
Beard
✓ Cole WEC
Erikson
Hager
Stoudenmeyer
Mann
Watson
Dorn
Leu
[✓ Return] Discuss Do Not Copy Due
BY FINAL DESIGN ENGINEER

TV HWY at NB Ramp Hwy 217



Same at
SB Ramp
Separate
Controllers
interconnected

ROUTING SLIP—DEPT. OF TRANSPORTATION Date 6/16

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
[✓ Engineering (Design)]
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers & Records Management

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
Signal Shop
State Highway Engineer Bridge
Technical Services Engr.
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______
Resident Engineer ______

ATTENTION: Bill Cole

FROM: Schwab

COMMENTS:

Form 731-0022 (11-79) SP*71038-734

Conc. Curbs - 1450' (Total)

sph. Conc. Walks - 370 Sq. Yd. (Total)

PC. Conc. Walks - 100 Sq. Yd. (Total) "F_1"

15, Lt. And Rt.
Inlets - 2 (Total)
pe "CG-1" Inlets - 2 (Total) W/ Speci
Sewer Pipe - 16' (Total)
4 C.Y.

+16, Rt.
Inlet
Const. Type "CG-1" Inlet W/ Special Grate
Inst. 12" Sewer Pipe - 10' (Total)
Tr. Exc. 3 C.Y.

⑥ Sta. "F_1" 171+50, Lt.
Const. Type "CG-1" Inlet W/ Special Grat
Inst. 12" Sewer Pipe - 20' (Total)
Tr. Exc. 6 C.Y.

⑦ Sta. "F_1" 171+35, Rt.
Remove Paved End Slope
18" Sewer Pipe (In Pl.)
Extend - 5' Rt.
Const. Paved End Slope
(Drg. No. 2112)

⑧ Sta. "W_1" 172+25, Rt.
Const. Type "CG-1" Inlet W/ Special Grate
Adjust Inlet
Inst. 12" Sewer Pipe - 46'
Connect To Adjusted Inlet
Tr. Exc. 14 C.Y.

Const. Type "CG-1" Inlet W/Special Gra

Adjust Inlet
Inst. 12" Sewer Pipe -46'
Connect To Adjusted Inlet
Tr. Exc. 14 C.Y.

⑨ Sta. "W1" 172+00, Lt.
Const. Type "CG-1" Inlet W/Special Grate
Inst. 12" Sewer Pipe -24'
Tr. Exc. 8 C.Y.

⑩ Adjust Manhole -4 (Total)

⑪ Const. Type "C" Curb - 2425' (Total)
(11A) Const. Curb Ending - 6' (Total)
(Drg. No. 2077)

⑫ Const. P.C. Conc. Walk - 114 Sq. Yd. (Total)

⑬ Const. Sidewalk Ramps - 8 (Total)
(Drg. No. 2077)

⑭ Const. Type "C" Concrete Island - 2 (Total)
Drg. No. 2077A
Const. Modified Sidewalk Ramps - 6 (Total)
For Details See Sheet 2A

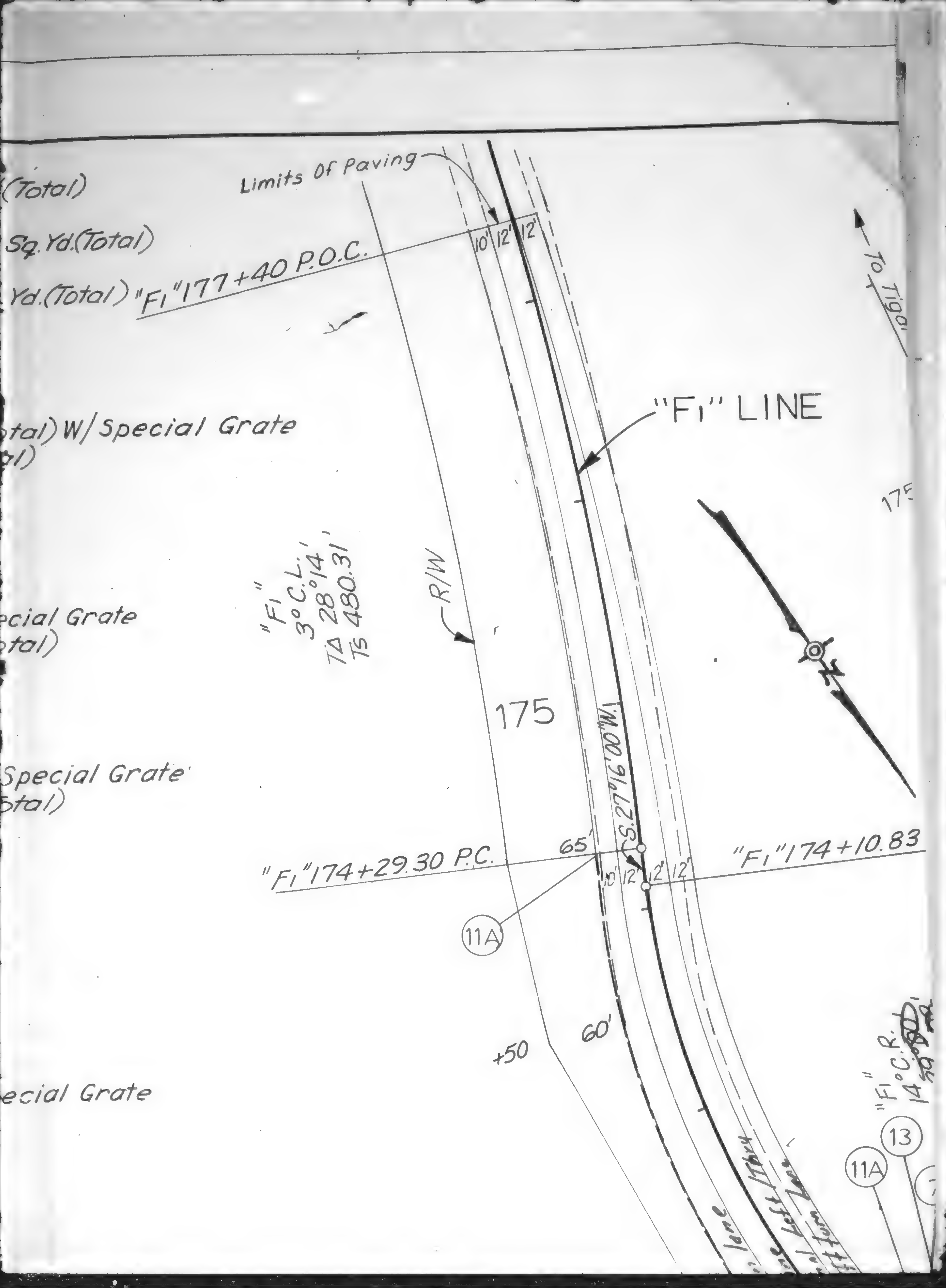
⑮ Const. Asph. Conc. Walk - 930 Sq. Yd. (Total)

⑯ Painted Traffic Markers
(By Others)

⑰ Adjust Water Valves
(By Others)

BRUNING 44-131 39556

FORM NO. 734-1703


(Total)
Sq.Yd.(Total)
Yd.(Total)
otal) W/Special Grate
al)
ecial Grate
otal)
Special Grate
otal)
ecial Grate
Limits Of Paving
"F1"177+40 P.O.C.
10'
12'
12'
"F1" LINE
To Tigo
175
"F1"
3°C.L.
T∆ 28°14'
Ts 480.31'
R/W
175
S.27°16'00"W.
65'
"F1"174+29.30 P.C.
10'
12'
12'
12'
"F1"174+10.83
11A
+50
60'
"F1"
14°C.R.
lane
Left /Thru
Left turn Lane
11A
13

rate

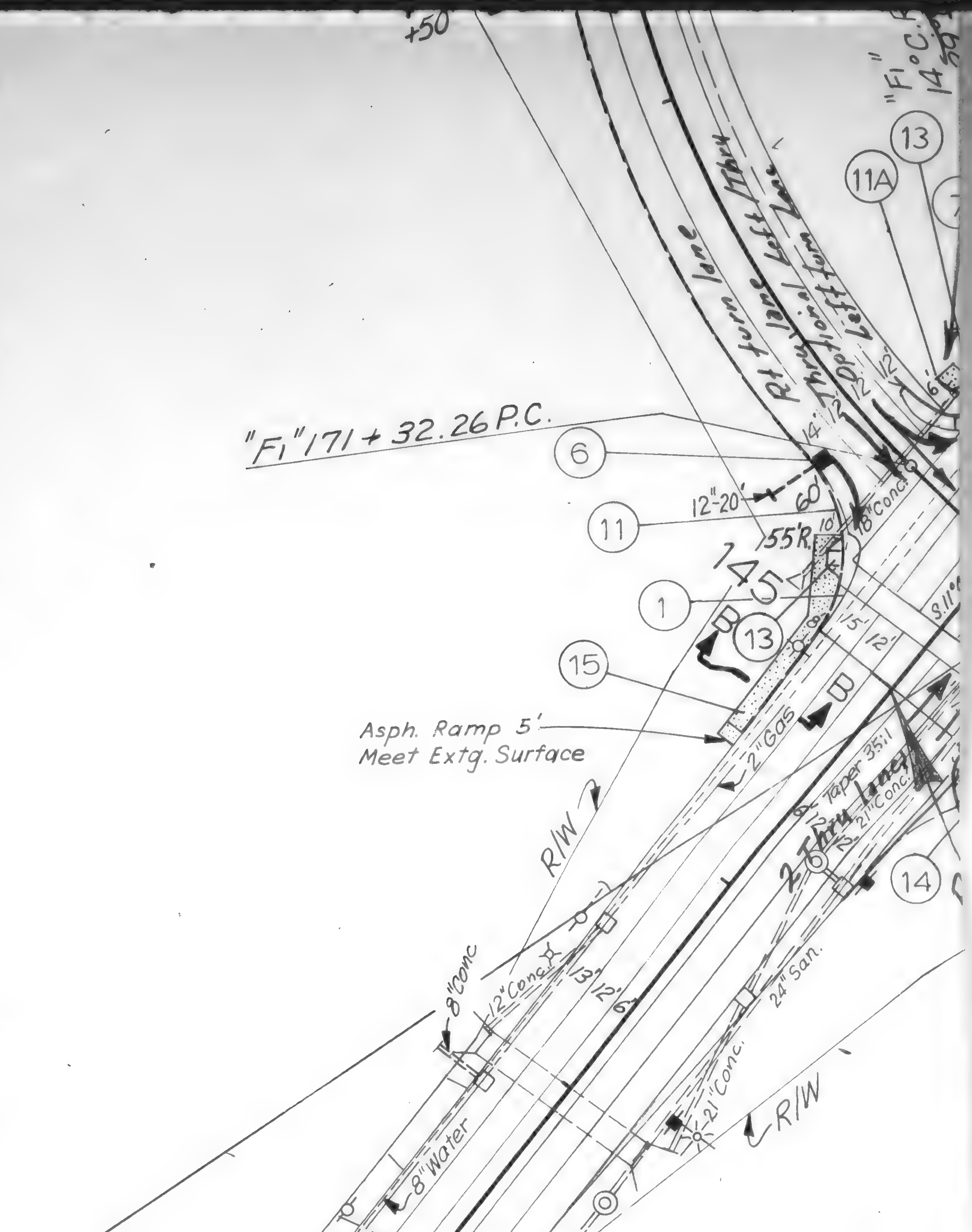
rate

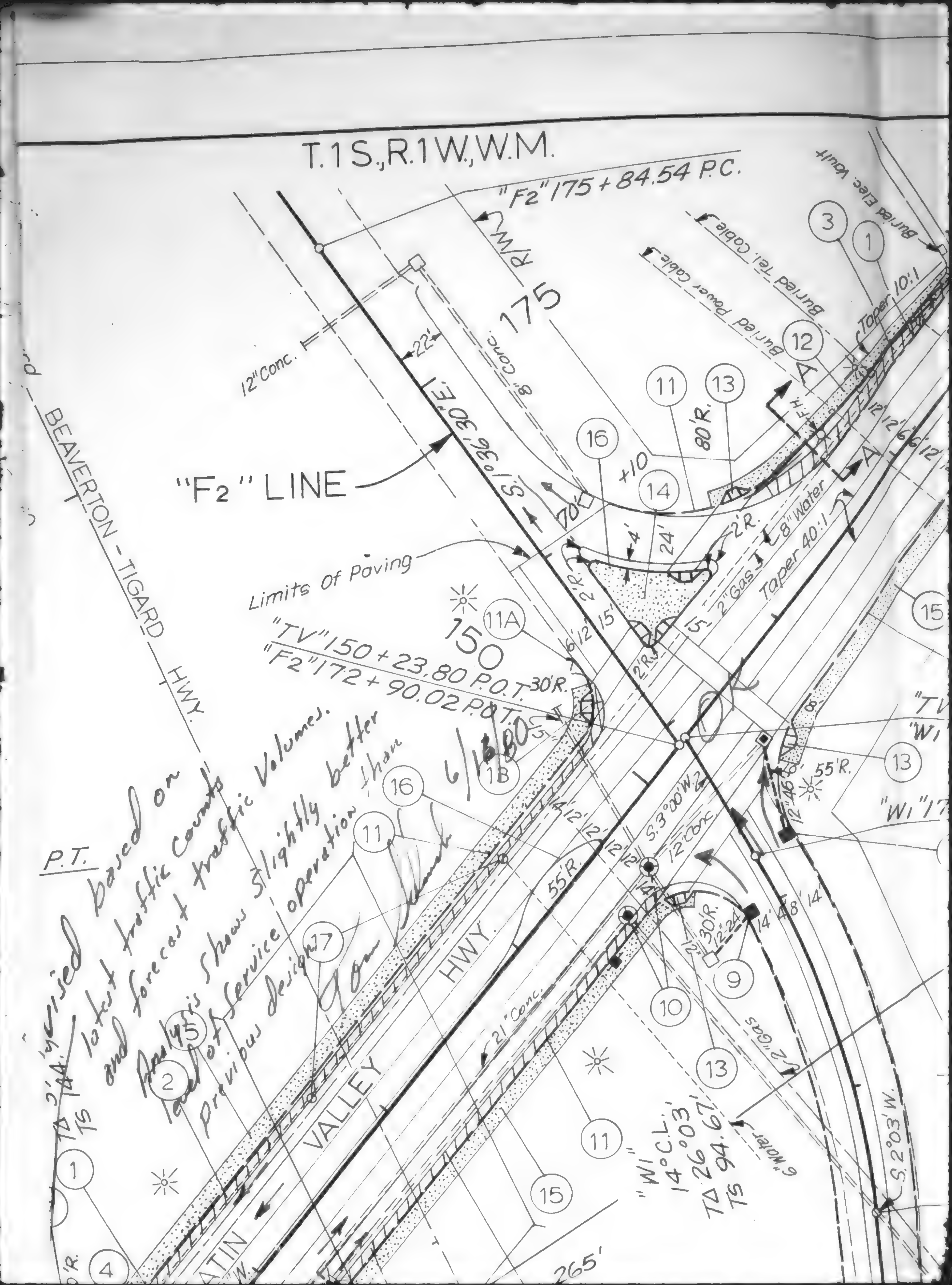
tal)

Total)

(Total)

(Total)


+50
"F1"
14°C.
13
11A
Rt turn lane
Thru lane Left/Thru
Optional Left turn Lane
12'
6'
"F1" 171+32.26 P.C.
6
12"-20'
60'
14'
12
10'
8" Conc.
11
55'R.
145
1
13
15
B
D
5'
12'
S.11°
Asph. Ramp 5'
Meet Extg. Surface
2" Gas
R/W
Taper 35:1
2 Thru Lanes
21" Conc.
14
8" Conc
12" Conc
13'
12'
6'
24" San.
21" Conc.
R/W
8" Water
13'
11'
6'
6'
11'
13'
To Portland



T.1S., R.1W., W.M.
"F2" 175 + 84.54 P.C.
R/W
175
12" Conc.
8" Conc.
22'
S. 36°30' E.
"F2" LINE
Buried Elec. Vault
Buried Tel. Cable
Buried Power Cable
Taper 10:1
Taper 40:1
3
1
12
11
13
16
14
11A
13
15
80'R.
70'
+10
24'
4'
2'R.
2'R.
15
15
F.H.
A
A
8" Water
2" Gas
Limits Of Paving
150
"TV" 150 + 23.80 P.O.T.
"F2" 172 + 90.02 P.O.T.
30'R.
55'R.
55'R.
30'R.
12'
6'
14'
48'
S. 3°00' W.
12" Conc.
21" Conc.
BEAVERTON - TIGARD HWY.
TUALATIN VALLEY HWY.
"TV"
"W1"
"W1" 17
18
16
11
17
15
2
1
4
9
10
13
11
15
"W1" 14° C.L.
TΔ 26°03'
TS 94.67'
TΔ 2°44'
TS 44'
6" Water
2" Gas
S. 2°03' W.
265'

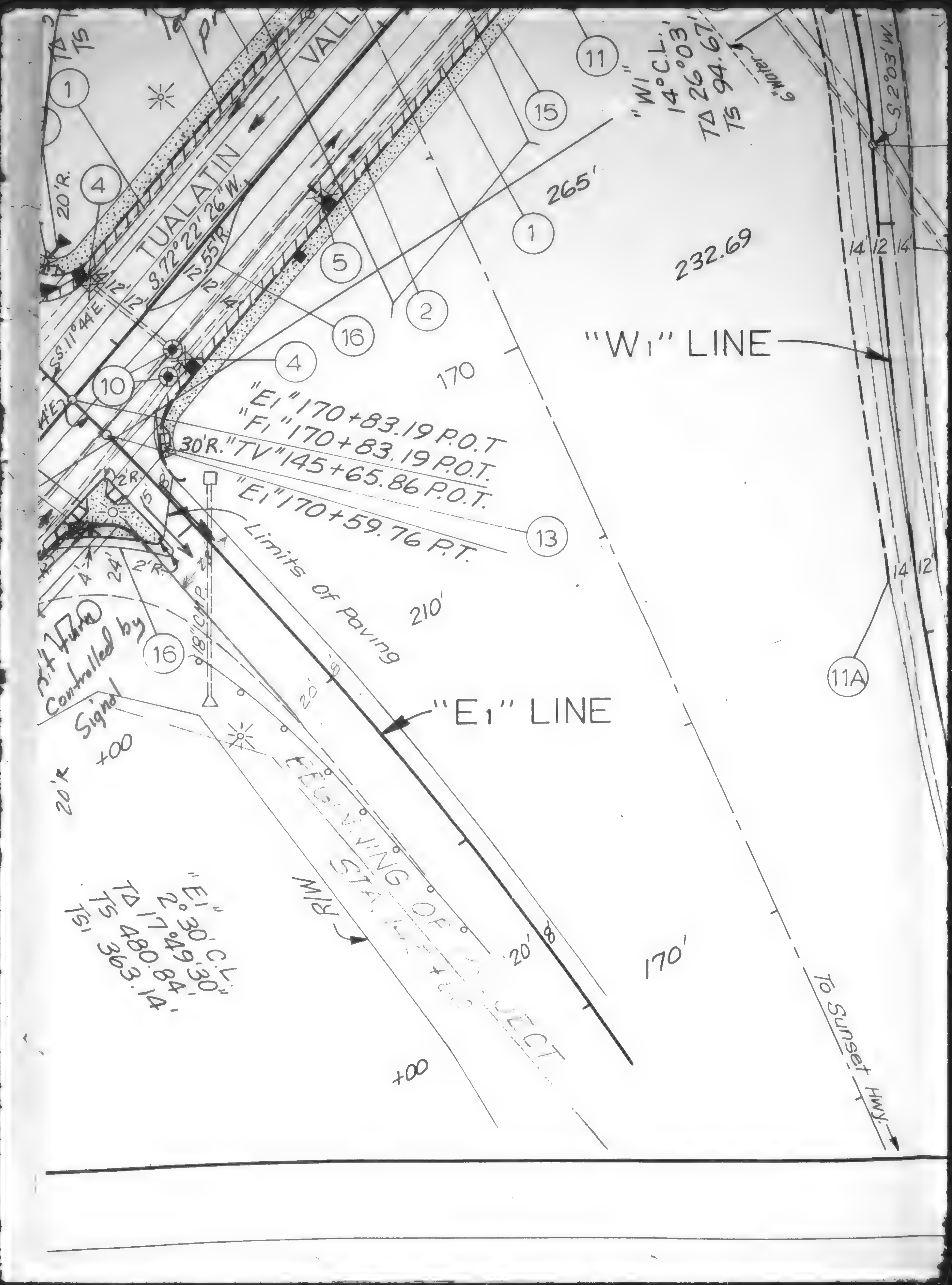
OK

P.T.

Revised based on latest traffic counts and forecast traffic Volumes. Analysis shows slightly better level of Service operation than previous design.

Tom

6/18/80

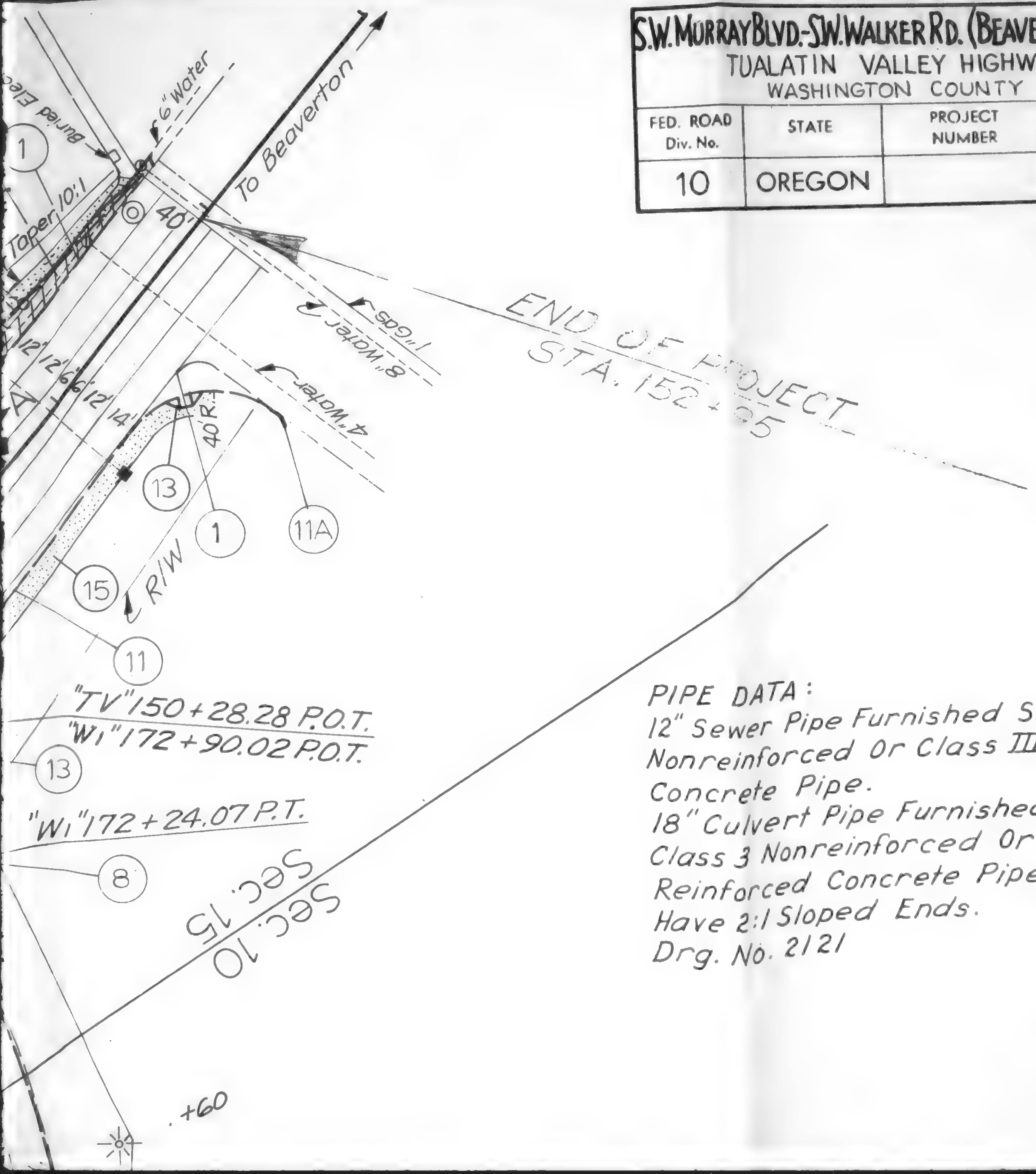
TUALATIN
VALL
S.72°22'26"W.
S.11°44'E.
20'R.
12'
12'
55'R.
"W1" C.L.
14°26'03"
T∆ 26°03'
TS 94.67'
6" Water
S.2°03'W.
265'
232.69
"W1" LINE
14'
12
14'
170
"E1" 170+83.19 P.O.T.
"F1" 170+83.19 P.O.T.
30'R. "TV" 145+65.86 P.O.T.
"E1" 170+59.76 P.T.
2'R.
15
24'
2'R.
18" C.M.P.
Limits of Paving
210'
Controlled by Signal
+00
20'R
"E1" LINE
20'
BEGINNING OF PROJECT STA.
R/W
"E1" 30' C.L.
2°30'30"
T∆ 17°49'30"
TS 480.84'
TS' 363.14'
20'
170'
+00
To Sunset Hwy.
14'
12'
①
④
⑪
⑮
①
⑤
②
⑯
④
⑩
⑬
⑯
⑪A

S.W. MURRAY BLVD.-S.W. WALKER RD. (BEAVERTON) SE

TUALATIN VALLEY HIGHWAY

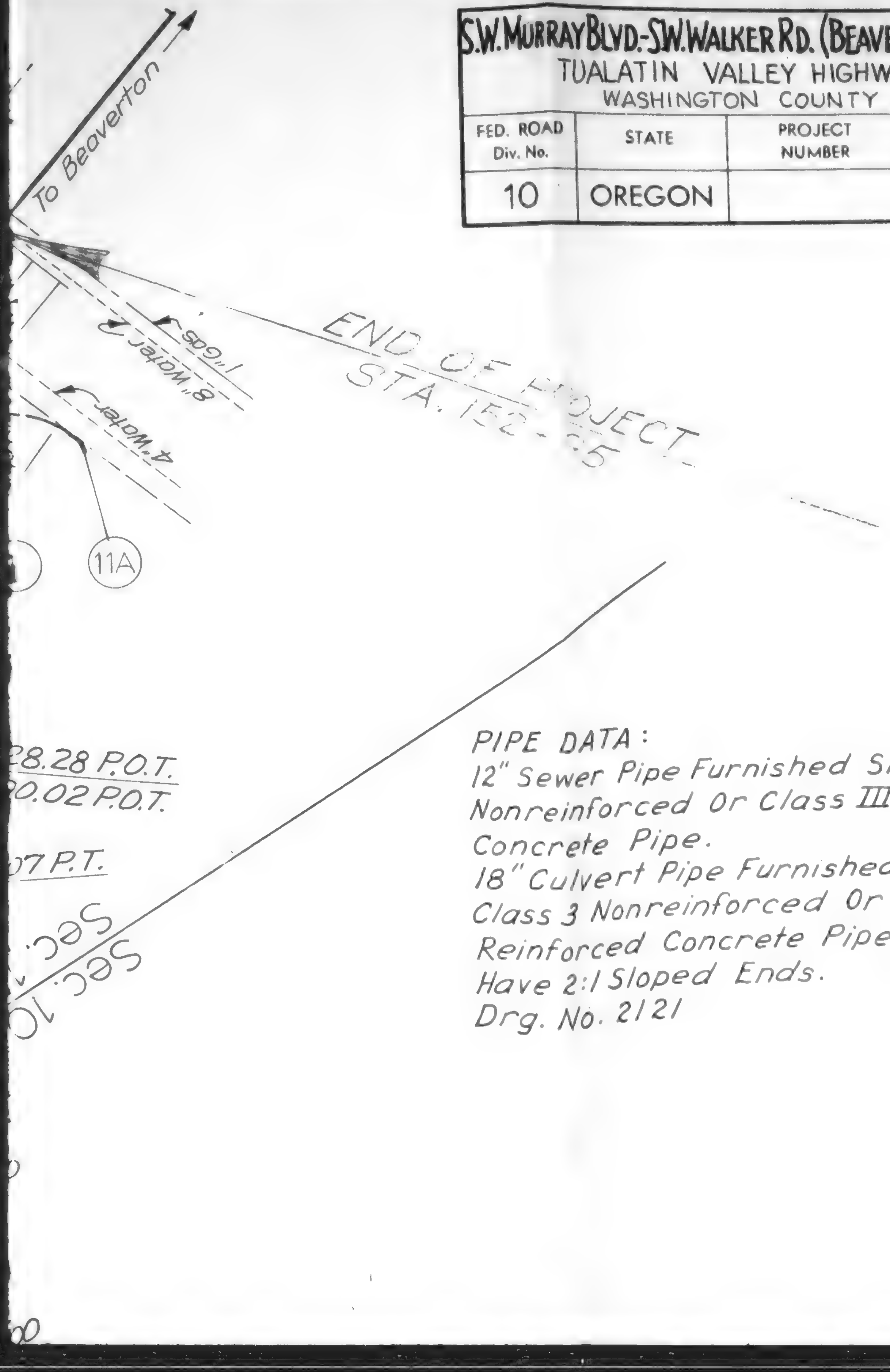
WASHINGTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		

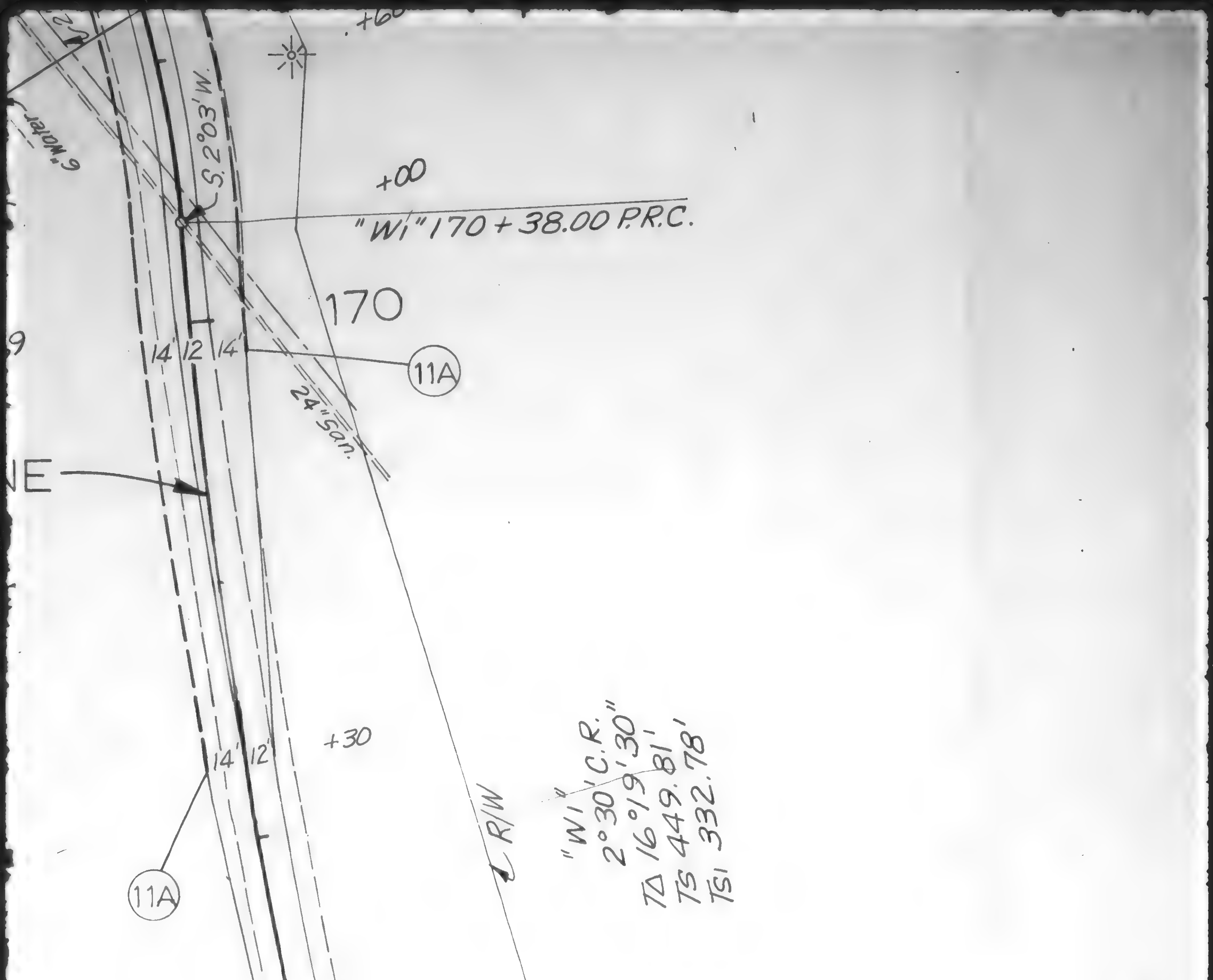

Buried Elec
6" Water
To Beaverton
1
Taper 10:1
40'
END OF PROJECT
STA. 152+95
1" Gas
8" Water ℄
4" Water
12' 12' 6' 6' 12' 14'
A
40'R.
13
1
11A
15
℄ R/W
11
"TV" 150+28.28 P.O.T.
"W1" 172+90.02 P.O.T.
13
"W1" 172+24.07 P.T.
8
Sec. 15
Sec. 10
+60

PIPE DATA:
12" Sewer Pipe Furnished Shall B
Nonreinforced Or Class III Rein
Concrete Pipe.
18" Culvert Pipe Furnished Shal
Class 3 Nonreinforced Or Class
Reinforced Concrete Pipe. Pipe
Have 2:1 Sloped Ends.
Drg. No. 2121

S.W. MURRAY BLVD.-S.W. WALKER RD. (BEAVERTON) SEC. TUALATIN VALLEY HIGHWAY WASHINGTON COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


To Beaverton
1" Gas
8" Water ℄
4" Water
END OF PROJECT
STA. 152+35
11A
28.28 P.O.T.
0.02 P.O.T.
07 P.T.
Sec. 1
Sec. 10

PIPE DATA:
12" Sewer Pipe Furnished Shall Be Class 3 Nonreinforced Or Class III Reinforced Concrete Pipe.
18" Culvert Pipe Furnished Shall Be Class 3 Nonreinforced Or Class III Reinforced Concrete Pipe. Pipe Shall Have 2:1 Sloped Ends.
Drg. No. 2121


+60
6" Water
S.2°03'W.
+00
"Wi" 170+38.00 P.R.C.
170
9
14' 12 14'
11A
24" San.
NE
+30
14' 12'
11A
R/W
"Wi" C.R."
2°30'
T∆ 16°19'30"
Ts 449.81'
Tsi 332.78'
"Wi" 165+90 P.O.C.
8' 12'
Limits Of Paving
To Sunset HWY.

9208

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

May 15, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 90149
Project No. IX-32(9)
S.W. Murray Blvd.-S.W. Walker Rd. (Beaverton) Sec.
Washington County

I hereby request your approval of a minor program change on the subject project to increase the estimated total cost and allotted Interstate Substitution General Funds to coincide with the latest estimate of preliminary engineering costs as follows:

	Total Cost	Federal Funds
Present	$29,500.00	$25,000.00
Increase	15,500.00	13,175.00
TOTAL	$45,000.00	$38,175.00

The enclosed copy of Mr. Terpin's memo of May 13, 1980 provides information in regards to the latest estimate for preliminary engineering.

CL:bke
Enc.

cc: J. Grassman
D. Adams
G. Zehner

7-1-80
Zirbes says Sept. 25
bid letting appears ok.

N

7608

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 5, 1980

TO: G. L. Green, Divsion Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project data Submission
Item No. 90149
Project No. IX-32(10)
SW Murray Blvd.-SW Walker Rd. (Beaverton) Sec.
Tualatin Valley Hwy. (SR 8)
Washington County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $400,000 with substitution funds in the amount of $340,000.

This request is based on the March 7, 1979 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bke
Attachments
cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Form 734-3122

Budget Bureau No. 41-R

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 5-5-80

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65 SR 8, SW Walker Rd., W. 2.4 mi. (Beaverton)	**ADT**	PRESENT 29,500	FUTURE (66) (70) ---	YEAR (71) (72) --	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Traffic Signals & Illum.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 32

CARD 4

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

COUNTY NAME: Washington

NAME OF URBAN AREA 17-31: Portland

ROUTE NO. U P — FEDERAL-AID: 9244 & 32 (32) — STATE: 29 (36) — U.S. (37): --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Beaverton)
1	(14-15)	11	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS Y031 Y030		"SW Murray Blvd.-SW Walker Rd. (Beaverton) Section."	0.0	400,000	340,000	---	60,000

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	400,000	340,000	---	60,000
1	14	PROGRAM APPROVAL DATES 10-18-78 10-4-79			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. 901 No. IX-32(9)	

0341996

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-5-80

ECT LOCATION (45 typewriter spaces) 8, SW Walker Rd., W. 2.4 mi. (Beaverton)	ADT	PRESENT 29,500	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823	ITEM NO. 90149	

ORK (35 typewriter & Illum.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S) IX-	NUMBER 32	SEQ. NO. (10)	I. Projects Only POST MI.	DESIG.

Interstate Substitutions General Funded

Portland

COUNTY NAME Washington

CODE 067

ROUTE NO. U P FEDERAL-AID 9244 & 32 STATE 29 U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Beaverton)	CHARACTER OF PROPOSED WORK (Full description)
E								Util. adj. as req. RR prot. service as necessary.
OW								
ONST CODE) PICS 031 030		"SW Murray Blvd.-SW Walker Rd. (Beaverton) Section."	0.0	400,000	340,000	---	60,000	ROW-80' min.; Access control-none; Parking Restrictions complete.
JLG		PROJECT TOTALS	0.0	400,000	340,000	---	60,000	

PROVAL DATES

10-18-78
10-4-79

REMARKS

Additional Data: Item No. 90149; Project No. IX-32(9)

-over-

341996

USCOMM DUSCOMM-DC 48905-P

SW Murray Blvd.-SW Walker Rd. (Beaverton) Sec.

Project No. IX-32(10)

Remarks - continued

Project Data: Upgrade traffic control signals as directed, provide five preemption and install interconnect from Murray Blvd. to Walker Road and perform incidental work common for this type of project. Utility adjustment as necessary and railroad protective service as needed. Install illumination where directed.

Data for PR-37:

Type Code Y031 (Traffic Signals) - - - - - -	$375,000
Type Code Y030 (Hwy. Lighting) - - - - - - -	25,000

Note: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '80 AE/TIP on page 143 line 257.

[illegible]
1208

1X - W
REC'D 4-29-80
PAT MᶜLOUGHLIN
cc: Gaither

MURRY BLVD - WALKER ROAD SECTION ✓
TUALATIN VALLEY HIGHWAY

HOCKEN ST. - REPLACE EXISTING WITH NEW 8 PHASE
NEW DETECTOR LOOPS - R.R. CROSSING SIGNAL
& NEW LUMINAIRES. R.R. PREEMPTION.

CEDAR HILLS BLVD. - REPLACE CONTROLLER, NEW DETECTOR LOOPS,
R.R. CROSSING SIGNAL, RR PRE-EMPTION

WATSON STREET - MODIFY OR REPLACE EXISTING
CONTROLLER FOR TRAFFIC RESPONSIVE
CO-ORDINATION, RR PREEMPTION

HALL BLVD. - MODIFY OR REPLACE EXISTING CONTROLLER
FOR TRAFFIC RESPONSIVE COORDINATION,
RR PREEMPTION

[illegible], MEYER [illegible] - MODIFY OR REPLACE
EXISTING CONTROLLER FOR TRAFFIC
RESPONSIVE COORDINATION

FIRE PREEMPTION - TWO CHANNEL PREEMPTION FOR
ALL INTERSECTIONS ABOVE

INTERCONNECT - ALL INTERSECTIONS FROM MURRAY ST
TO 107TH STREET WILL BE INTERCONNECTED
INCLUDING EXISTING DETECTORS(S) FOR
TRAFFIC RESPONSIVE OPERATION.
INTERCONNECT WILL BE PLACED FROM
MURRAY BLVD TO WALKER ROAD FOR
FUTURE COORDINATION.

9208

4-28-80

Pat McLoughlin says $300,000 would include any additional Interconnect & Fire pre-empt, plus 20% E&C needs added for $360,000 Est.

Joe will use 400,000 for programming to include 10%.

3-20-80

Requested a good estimate from Jon Rose So we may program Const. phase in compliance W/Bothmans Feb. 13, 1980 Directive. Let Gaither know When estimate is determined. Requested estimate from traffic

Murray Blvd.-Walker Rd.,
T.V. Hwy.

~~1-28-80~~

9208

March 25, 1980

Mr. Robert Weil
12000 Canyon Road
Beaverton, OR 97005

Dear Mr. Weil:

The Department will contract the signals at 107th, 110th and the Tualatin Valley Highway in FY 1980 as you requested.

The past support of the Chamber of Commerce, as well as the City of Beaverton, is resulting in an aggressive effort to improve the highways and streets in the Beaverton area. The City of Beaverton has had the most aggressive local effort of any city in the State of Oregon.

The Department will continue to work closely with the City of Beaverton and coordinate the highway improvements in that area.

Very truly yours,

Anthony Yturri
Chairman

cc: The Honorable Jack Nelson
Mayor of Beaverton

Sandra Suran, President
Beaverton Area Chamber of Commerce

RNB:ke jh
bc: F. B. Klaboe
R. W. Gormsen
H. S. Coulter
D. H. Moehring
R. N. Bothman
E. L. Hardt

OREGON TRANSPORTATION COMMISSION

Delegation: Robert Weil, Beaverton Chamber of Commerce, re the Six Year Highway Program

Date: February 19, 1980

Time: 1:15 p.m.

Name	City or Town	Capacity
Robert Weil	Beaverton	1) Beaverton Area Chamber
	and	2) City of Beaverton
		3) myself -

CITY OF BEAVERTON
4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

February 15, 1980

Oregon Department of Transportation
Attention: Robert Bothman
5821 N.E. Glisan St.
Portland, Oregon 97213

Subject: Proposed Six-Year Highway
Improvement Program

Dear Bob:

I am pleased with the results of your intense six-year improvement program proposal process. A great number of priority projects are being considered and a great many needs will be met.

There are two projects which I believe warrant higher priority consideration along with the major work on Canyon Road. Project numbers 160 and 161 (signal installations at 107th and 110th) have been rescheduled for completion from 1980 to 1981.

I request these projects be considered for an earlier completion date. I look forward to continuing the fine partnership relationship between the State and the City.

Sincerely,

Jack

Jack Nelson
Mayor

JN:dt

[illegible]

Beaverton Area Chamber of Commerce
12955 S.W. Farmington Road • Beaverton, Oregon 97005 • (503) 644-0123

February 8, 1980

FROM: Beaverton Area Chamber of Commerce

TO: Oregon Department of Transportation

Subject: Proposed Six-Year Highway Improvement Program dated February 1980

ATTN: Bob Bothman

Dear Bob:

In reviewing the subject document, it is most gratifying to find that, for the most part, the Chamber's input to the Improvement Program was incorporated. This would not have occurred without your efforts and understanding of our local problems.

There are two items, however, which have been rescheduled to a later date, which we feel should take priority in order to alleviate a major traffic congestion situation. Items 160 and 161 (signal installation at 107th and 110th on TV Highway) have been rescheduled for completion from 1980 to 1981.

The Chamber, therefore, requests that projects 160 and 161 of the subject document be rescheduled to 1980 as originally proposed in the preliminary document.

Sincerely,

Sandra Suran

Sandra Suran
President
Beaverton Area Chamber of Commerce

9208

REC'D. 2-20-80
2
FAI-X (MT. HOOD)
OE

NARRATIVE REPORT OF SURVEY

SW Murray Blvd-SW Walker Road Section
Tualatin Valley Highway
Washington County
Prefix 34-1996
Earl C. Purdy, Resident Location Engineer
January 1980

PURPOSE

The objective of this project is to coordinate design of a signal intertie system including upgrading of signals. This would improve traffic flow and raise the level of service along the Tualatin Valley Highway.

PROJECT LOCATION

This project is located on the Tualatin Valley Highway between SW 107th Ave., M.P. 2.63 and Hocken Street, M.P. 4.02. The project stationing runs from east to west, beginning at engineering station 133 +00 and ending at station 208 +00. The overall length is 1.39 miles.

HISTORY

This project is a Traffic Systems Management (TSM) project. The original project limits were SW Murray Blvd to SW Walker Rd with five distinct items coming under its scope:

1) a signal interconnect system between Murray Blvd and Walker Rd;
2) updating of signal at Hocken St., Cedar Hills Blvd., and Walker Rd;
3) widening and safety improvements of the TV Hwy @ Hwy 217 interchange;
4) park and ride lot;
5) improved public transit waiting areas.

The first three items were designated for Metro and Highway Division staff (including this office) to survey and design. Items four and five were designated for the City of Beaverton and Tri-Met to implement.

Regarding item 3, from the Metro Traffic Units recommendations of storage lane lengths and widths, this office developed a survey and estimate for the ramp widening improvement at the TV Hwy/Beaverton-Tigard Hwy (217) interchange. Construction that would improve traffic flow was found to be too expensive under this project; therefore the idea was abandoned by the City and ODOT personnel.

Subsequently this interchange ramp widening section was submitted to Metro under the "crash" program projects and is now in the Salem Road Design section as the Tualatin Valley Hwy @ Beaverton-Tigard Intersection, prefix #34-1414. Included with the ramp widening is the traffic signal update and an underground conduit on the north side of the interchange for a future signal intertie system.

(4) H

2) A 1"=20' Mylar map of the Hocken @ TV Hwy intersection is being submitted with this survey along with the proposed Nendel's Hotel development plan of the Northwest corner of the intersection. This plan shows their curb alignment change and street improvement to accomodate the proposed southbound to westbound lane on Hocken St. The private development Hotel Complex buildings are being built now and the roadway improvement is scheduled for completion by them.

3) The area of the intertie between 107th Ave. and Hocken St. is on 1"=50' sepias which show the utilities including the utility poles on the north side of the TV Hwy. These plans include driveways, curbs, and sidewalks. The mapping utilized a combination of "as constructed" maps, assessors' maps, and aerial mosaics. The "as constructed" plans could not be used by themselves because they were obsolete. The 1"=50' strip map, roll #2, is a sepia of the detail map submitted under the Tualatin Valley Hwy @ Beaverton-Tigard Hwy project. The field work consisted of tying the utility poles throughout the project as well as complete ties at Hocken.

The underground utilities were plotted by use of the Utility Co. maps rather than field ties and can be considered only approximate. The contractor should be instructed to contact the utility companies and have them sound and mrk their underground utilities before he installs underground intertie wire.

4) The area from Hocken St. through the Hwy 217 ramps boasts eight signals. The signals on Hocken will require replacement while the signals on Cedar Hills Blvd will require updating. The two signals on the Hwy 217 also will require updating if they are not replaced on the State project prefix 34-1414. The other four signals--Fred Meyer, Broadway, Hall, and Watson are new enough in installation to allow interconnection with a minimum of work.

5) There will be less cost if the "crash" program project (TV Hwy @ Hwy 217 intersection project) were built first or simultaneously with this TSM project since the interchange project would have the signal poles installed in a permanent location after the interchange roadway widening was complete. However, the estimate has been made as if the crash program will not be implemented.

Regarding item 2 above, traffic studies were made which showed that the SW Walker Rd @ TV Hwy intersection needed only to be updated from a two phase to a three phase signal. The TV Hwy intersections at Hocken St. and at Cedar Hills Blvd each needed a right turn lane from south to west as well as signal update in order to improve traffic flow.

A request was made by Metro staff for traffic study and a project reconnaissance estimate to determine if the Murray Blvd-TV Hwy intersection could be improved with funds from this project. The reconnaissance estimates of the Hocken St., Cedar Hills Blvd., and Murray Blvd intersection lane improvments showed that the improvements were too expensive to be included on this TSM project.

The final design and construction instructions by the City of Beaverton and ODOT staff are as follows:

1) The project signal intertie limits are to be from Hocken St. to 107th Ave. The intertie would be aerial from Hocken St. to Cedar Hills Blvd. From Cedar Hills Blvd to Watson St. (of the Hall Blvd-Watson St. couplet) the intertie would be underground. From Watson St. to Broadway there would be an aerial intertie. The Broadway to Fred Meyer Inc. entrance couplet has an existing underground conduit on the south side of the TV Highway for future intertie use.

From the Fred Meyer Inc. entrance to the TV Hwy @ Hwy 217 (Beaverton-Tigard Hwy) interchange, the aerial intertie system would be installed. Across the interchange between the on and off ramps, the intertie would be underground because of the Hwy 217 overpass. From the interchange on ramp to 107th Avenue, the intertie would be aerial.

Since the existing utility pole line is on the north side of TV Hwy the project is designed to use the existing utility poles for the aerial intertie wire. The underground wire is designed for the north side also except in the Broadway to Fred Meyer Inc. couplet area which has the existing conduit on the south side of TV Hwy. (See attached sketch.)

6) The intersections of TV Hwy with 110th and 107th Avenues are also under traffic signal projects under the "crash" program and were submitted to the Salem design unit in mid December. These two signals should also be coordinated with the TSM project so that the intertie will be complete to 107th Avenue. The estimate does not include the overhead intertie from the Hwy 217 interchange to SW 107th.

CONSTRUCTION INFORMATION

Traffic Control: There will be minor traffic delays due to normal signal pole relocation and overhead intertie wire placement. There will be minor driveway approach delays due to laying of underground intertie wire from Cedar Hills Blvd to Watson St.

Right of Way: There will be no right-of-way (R/W) purchase.

Railroad Encroachment: There will be no railroad encroachment on this project. Hocken St, will have enough highway R/W for signal installation. The intertie system will cross a railroad between Watson St and Hall Blvd. The intertie should cross overhead.

Signal and Intertie Project only: There are no construction items on this project. Therefore no soils report, profiles, or cross sections were made.

Utilities: The contractor should be instructed to contact the utility companies and have them sound and mark their underground facilities before the underground intertie wire is installed. The underground utilities on the strip maps have not been sounded and therefore are approximate.

Fire Department Opticon: This unit is to be installed from funds of other sources. This is to be determined by the City of Beaverton.

⑦

SW Murray Blvd-SW Walker Rd. Section
Tualatin Valley Highway
Washington County

34-1996 January 1980

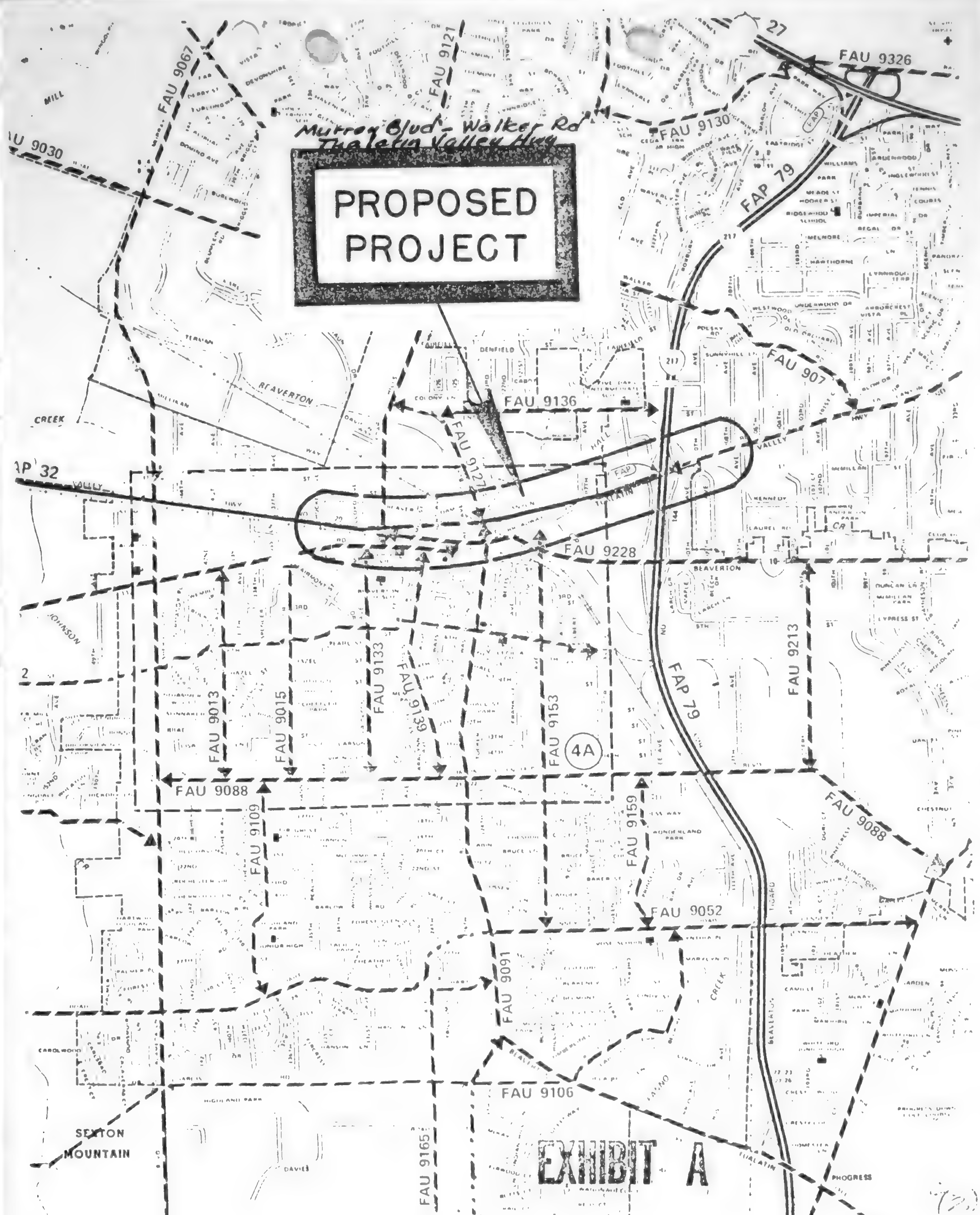
PROJECT ESTIMATE

Because this project had limited funds, Bill Zirbes of the Salem Traffic Unit was asked to make an educated location estimate of the signal and intertie installation of this project.

That estimate is given below. The project is totally a traffic signal and intertie installation project.

This estimate includes the updating of the signal system at both the Hwy 217 interchange legs --as well as the underground wire and conduit installation between them. The estimate does not include the overhead intertie wire and installation between the Highway 217 entrance ramp and 107th Avenue.

Total Project Cost including Fire Dept. Opti	$250,235
Engineering & Contingencies	$ 46,171
	$296,406
Less Fire Dept. Opticon by others	$ 64,847
	$231,559


FAU 9067
FAU 9121
27
FAU 9326
FAU 9030
FAU 9130
FAP 79
217
FAU 907
FAU 9136
FAU 9127
AP 32
FAP
FAU 9228
BEAVERTON
FAU 9013
FAU 9015
FAU 9133
FAU 9139
FAU 9153
4A
FAU 9213
FAU 9088
FAU 9109
FAU 9159
FAU 9052
FAU 9091
FAU 9106
FAU 9165
SEXTON MOUNTAIN
TUALATIN
PROGRESS
CREEK
MILL

Murray Blvd - Walker Rd
Tualatin Valley Hwy

PROPOSED PROJECT

EXHIBIT A

9208

L.

May 16, 1979

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Susanne Heimbigner
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6960

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the S.W. Murray Boulevard-S.W. Walker Road Section of the Tualatin Valley Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Gerald Wimer (agreement attached)

9208

CITY OF BEAVERTON
4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

April ~~19~~ 20, 1979

WA PUM PUE TSE SPC
ODOT METRO

APR 20 1979

AM PPS FILE T/A

Mr. Jon Rose
Department of Transportation
Metro Branch
5128 N.E. Glisan
Portland, OR

Dear Mr. Rose:

The Beaverton City Council at its regular meeting of April 16, 1979, authorized myself and the City Recorder to execute, on behalf of the City, certain agreements between the City of Beaverton and the State of Oregon, identified as "Misc. Contracts and Agreements Nos. [redacted] and 2883".

Enclosed, pursuant to your request, are certified copies of the City Council resolutions authorizing such action, Resolution Nos. 2132 and 2133, and three executed copies of each agreement.

You will note that, pursuant to discussions between yourself and Mr. Coleman of the City Attorney's office, in line 4 of the first paragraph on the first page of Agreement No. 2883, the word "may" has been changed to "shall". I have, by initialing it, indicated the City's agreement to this change. Please ensure that the person executing the agreement on behalf of the State also initials the change.

Upon execution by the State, please return to the City one signed copy.

Sincerely,

Jack R Nelson

Jack R. Nelson
Mayor

From Metro JON ROSE
Date 4/20/79
To JERRY WIMER
[✓ Program Mgmt.] / Traffic Region 1

Comments: Here are 3 copies of the T.V. Highway (Murray - Walker) agreement, signed by City officials and approved by the Metro Administrator. Please forward for final action

Jon Rose

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-16-79

LETTER OF APPROVAL AN OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-32(9)

STATE P ECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐

PROGRAM NO.

ITEM NO. 90149

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-20
orig
to

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-16-79

FEDERAL ROUTE NUMBER FAU-9244 & Primary 32

STATE ROUTE NUMBER Primary 29

GENERAL LOCATION:

S.W. Murray Blvd. - S.W. Walker Rd. (Beaverton) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 15, 1979 you are now authorized to proceed with the work as shown above for a TEC of $29,500 with Federal Funds not to exceed $25,000.

DATE 4-16-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-767

9208.

L.

April 4, 1979

The Honorable Victor Atiyeh
Governor of Oregon
207 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested that I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of March:

Project		Funds	
	Federal	State	Local
Merle U'Xing-Cedar Hills (Sunset Hwy.-Overlays)	$2,550,000	$450,000	$ --
Progress Interchange Off-Ramp	172,000	30,400	--
Lawnfield Rd.-Clackamas Hwy.	458,000	48,540	32,360
Cedar Hills Blvd. @ Walker Rd. (Beaverton)	72,000	---	10,800
S.W. Murray Blvd.-S.W. Walker Rd. (Beaverton)	332,000	---	49,800
Tualatin Valley Hwy.-S.W. Scholls Ferry Rd., (Beaverton)	277,000	---	41,550

The criteria used to select these projects is the Region's Transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of March.

Sincerely,

F. B. Klaboe
Director of Transportation

GLG:dmc fn
bc H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman

9208

March 20, 1979

City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, OR 97005

Attn: Mr. Steve Baker
Operations Engineer

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the S.W. Murray Blvd.-S.W. Walker Rd. Section of Tualatin Valley Hwy., Interstate Transfer project.

Financial sharing of the preliminary engineering is:

Total P.E.	$29,500
Federal Funds	25,000
City Share	$ 4,500

Please make your check in the amount of $4,500 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government

GEZ:tmw

bc: Vern Skoog w/AD #603 - Please return completed AD #603 when check is received.
Jon Rose

H.
V M Jp

72CY

.L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: S.W. Murray Blvd--S.W. Walker Rd

DATE: March 20, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified [illegible].

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

c: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
R. N. Bothman, Metro
E. L. Hardt, Reg. 1
W. W. Geibel, Dist. 2

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

2-16-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
FEB 27 1979

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7902 [illegible] Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(☒) Please coordinate the implementation of the proposal with us.

(☒) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please keep us [illegible] [illegible] project progress. The project will not require [illegible] [illegible] [illegible] Permit

(See [illegible] Comments on the Back)

Agency DEQ By ____________

Noise Control — Care should be taken in the design of this project to prevent noise impacts from occuring. Bus Stops should be selected so that impacts to residential property from bus noise are minimized. Also the proposed new park and Ride lot should be located so that both direct and indirect noise impacts do not result. Under certain circumstances this lot maybe required to meet the DEQ Noise Standards. (See attached DEQ Noise regulations, O.A.R. Chapter 340, Div. 35-035 (1B))

9208

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 15, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

Original Signed By
D. E. Swan

SUBJECT Project Data Submission
Item No. 90149
Project No. IX-32(9)
S.W. Murray Blvd.-S.W. Walker Rd.
(Beaverton)
Tualatin Valley Highway
Washington County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $29,500 with obligation of Federal funds of $25,000.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations and Statutes.

These requests are based on the March 7 letter to you from Mr. F. B. Klaboe, Director of Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro.
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

3 19-79
[illegible] 603
[illegible]

Budget Bureau No. 41-R2067; A

U.S. D

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. March 15, 1979

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 8, SW Walker Rd., W. 2.4 mi. (Beaverton) 65	**ADT**	PRESENT 29,500	FUTURE --- (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH'YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX - 23 NUMBER 7 32
CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded						COUNTY NAME Washington	CODE 06 (14)	
	NAME OF URBAN AREA 17-31 Portland						ROUTE NO. U P	FEDERAL-AID 9244 & 32 (32)	STATE 29 (36) (37) U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Beaverton)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** Topics			2.4	29,500	25,000	---	4,500
5					**ROW**							
5					**CONST** (CODE)		"SW Murray Blvd.-SW Walker Rd. (Beaverton) Section"		(302,500)			

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	2.4	29,500	25,000	---	4,500
1	14	PROGRAM APPROVAL DATES 10-18-78			(16) (23)	(24) (33)	REMARKS	

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 15, 1979

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
B, SW Walker Rd., W. 2.4 mi. (Beaverton) 65		29,500 (66)	--- (70)	(71) (72)	10	Oregon	41 (2) (3)	823 (4) (8)	90149 (14) (18)

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH'YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
neering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 IX - 23	7 32	(9) 13	(24) (26)	27

itutions General Funded

COUNTY NAME Washington CODE 067 (14) (16)

ROUTE NO. U P FEDERAL-AID 9244 & 32 (32) STATE 29 (36) (37) U.S. --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Beaverton)	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E pics			2.4	29,500	25,000	---	4,500	Util. Prep. Work as required.
OW								ROW-80' min.; Access Control-none; Parking Restrictions-complete
ONST CODE)		"SW Murray Blvd.-SW Walker Rd. (Beaverton) Section"		(302,500)				
	JLG	PROJECT TOTALS	2.4	29,500	25,000	---	4,500	
				(16) (23)	(24) (33)	REMARKS		

ROVAL DATES 10-18-78

over

USCOMM DUSCOMM-DC 48905-P61

S.W. Murray Blvd.-S.W. Walker Rd. (Beaverton) Section
Project No. IX-32(9)

Existing Facility:
a) 58' to 70' high-type surfaced roadway accommodating 4 traffic lanes, shoulders at same location and intermittant left turn lanes.
b) Signalized at the following 7 intersections (Walker; Hwy. 217 ramps; Hall Blvd.; Cedar Hills; Hocken; Murray)
c) Undercrossing of Sunset Hwy. No. 144; Br. No. A9611; Hwy. under Hwy.; RCBG; L 188'; HC 71'; VC 16'-10"; H-20 loading.
d) RR Grade Crossing (See RR Data).

Adjacent Sections:
E. End--Basic 72' bit. surfaced section accommodating 4 traffic lanes, 4' median and 12' shoulders.
W. End--Basic 60' PCC surfaced section accommodating 4 traffic lanes, intermittant left turn lanes and variable shoulders.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future computerized signal system, signal and safety improvements, park and ride lot, ramp widening and improved transit waiting areas.

Right-of-Way: To be determined.

Railroad: Burlington Northern Railroad grade crossing affected. Presently signalized and no plans to alter status. (3E-027.51)

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 27, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review approval letter dated________________.
b) Dist. 2 Clearinghouse--A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements: In accordance with Oregon Acti
Regulations and Statutes.

NOTE:
1) This project is in Congressional District No
2) Included in CRAG FY '79 TIP/AE on pg. 134 li
3) Easterly 0.66 mile of project (27.5%) is on
fiscal convenience has been included in this

Data for PR 37:

Field	$24,000
PS&E	$ 5,500

alker Rd. (Beaverton) Section

surfaced roadway accommodating 4 traffic lanes,
ation and intermittant left turn lanes.
lowing 7 intersections (Walker; Hwy. 217 ramps;
ls; Hocken; Murray)
et Hwy. No. 144; Br. No. A9611; Hwy. under Hwy.;
VC 16'-10"; H-20 loading.
e RR Data).

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' shoulders.
rfaced section accommodating 4 traffic lanes,
t turn lanes and variable shoulders.

consists of all phases of preliminary engineering
atory work for future computerized signal system,
ements, park and ride lot, ramp widening and im-
reas.

ermined.

rthern Railroad grade crossing affected.
no plans to alter status. (3E-027.51)

, Water Developments, Historical and Recreational

: Nonmajor action project concurred in by FHWA

-A-95 review approval letter dated________________.
e--A-95 review satisfied through inclusion of project

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, Federal Regulations and Statutes.

NOTE:
1) This project is in Congressional District No. 1.
2) Included in CRAG FY '79 TIP/AE on pg. 134 line 308.
3) Easterly 0.66 mile of project (27.5%) is on FAU 9244 but for fiscal convenience has been included in this project.

Data for PR 37:

Field	$24,000
PS&E	$ 5,500

9208

4

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve Title II projects, I approved the following:

Section	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
Salem Pavement Marking	$157,500	$157,500	-0-	-0-	2-20-80
Barlow Road at Lone Elder Road (Clackamas County)	8,725	7,853	-0-	$ 872	2-20-80
N.W. Cornell Road at N.W. Barnes and Saltzman Roads (Washington County)	65,000	58,500	-0-	6,500	3- 1-80
West 2nd-I-80N (Ontario) Olds Ferry-Ontario Highway	300,000	270,000	$30,000	-0-	3- 4-80
BN at Garfield Street (Eugene)*	62,000	55,800	6,200**	-0-	3- 5-80
SP at 14th Street S.E. (Salem)*	47,000	42,300	4,700**	-0-	3- 5-80
SP at 14th Street S.E. (Salem)*	37,000	33,300	3,700**	-0-	3- 5-80
SP at Tualatin Valley Highway (Hillsboro)*	47,000	42,300	4,700**	-0-	3- 5-80
Tualatin Valley Highway at S.W. 110th Avenue (Washington County)	65,000	58,500	6,500	-0-	3-11-80

3-12-80 orig to [illegible] O.J.

---

* Project cancellation.
** State Grade Crossing Protection Fund.

March 12, 1980

for H. S. Coulter
State Highway Engineer

PRO 6-1

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

RECEIVED
STATE HWY ENGR.
MAR 10 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: H. S. Coulter
State Highway Engineer

DATE: March 5, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Section 209 Project

Region 1 has requested a project to install traffic signals at the intersection of the Tualatin Valley Highway and SW 110th Avenue in Washington County.

Construction will be by contract with State Forces performing all phases of engineering. In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Tualatin Valley Hwy. at SW 110th Avenue (Washington Co.)	$65,000	$58,500	$6,500

The project has been investigated and is eligible for funding under Title II, Section 209 (Hazard Elimination Program). We recommend your approval and request that you authorize this project under delegated authority.

3/10
orig to Commission
Traffic
files

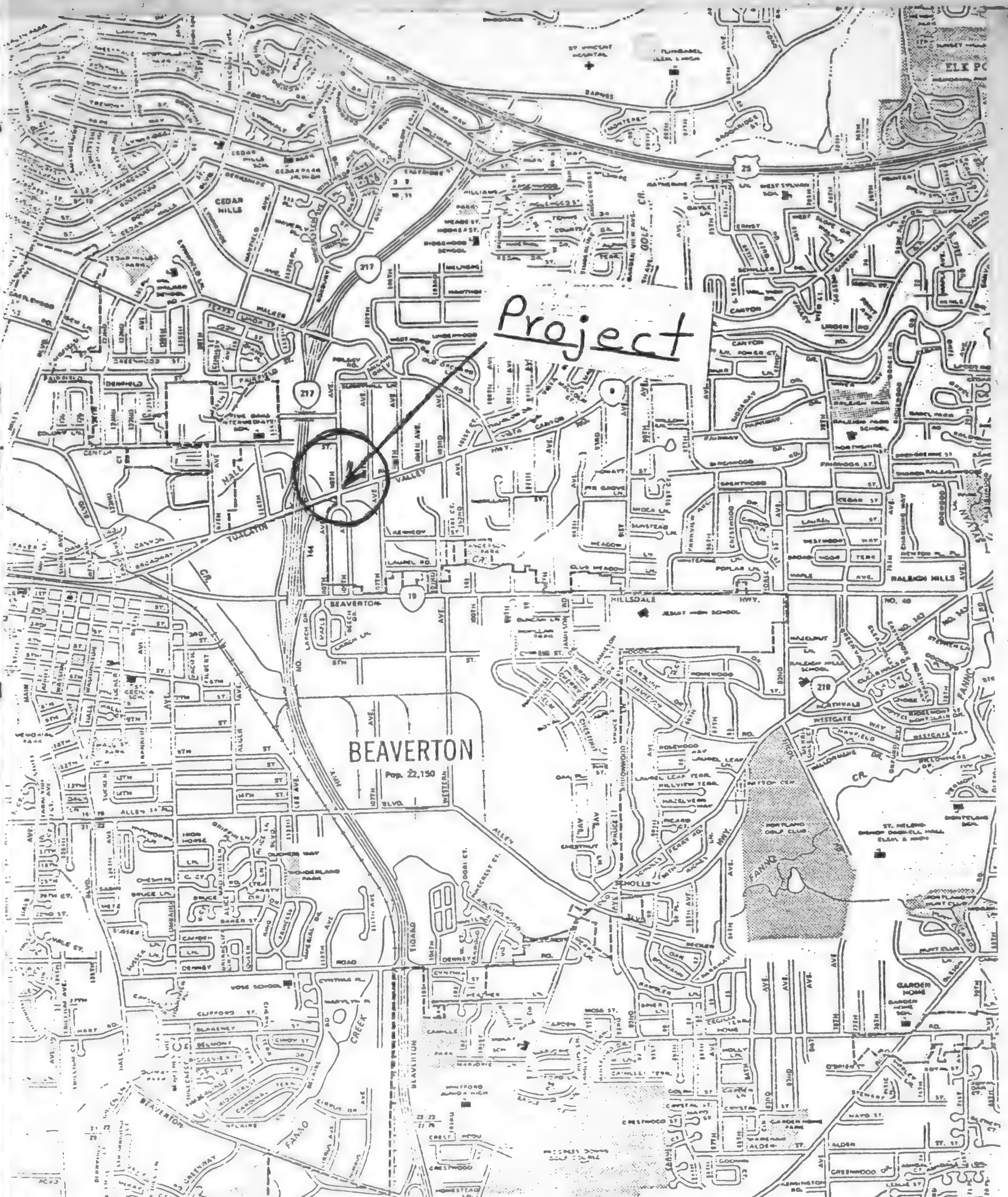
L. E. George
Traffic Engineer

RHB:jrb
Attachment

APPROVED BY:

for State Highway Engineer

DATE: 3/11/80


Project
BEAVERTON
Pop. 22,150
CEDAR HILLS
RALEIGH HILLS
GARDEN HOME
PORTLAND GOLF CLUB
JESUIT HIGH SCHOOL
CANYON
TUALATIN VALLEY HWY.
BEAVERTON-HILLSDALE HWY.
217
210
26

9268

The Equitable Center,Suite 100
530 Center NE. - Salem OR 97301

February 27, 1979

HFO.1-OR

Project Assessment
Oregon Project IX-29(-)
S.W. Murray Blvd.-S.W. Walker Rd.
Tualatin Valley Highway
Washington County

G. L. Green, Division Administrator

Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your February 12, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
✓E. S. Hunter (OSHD)
Reg. 1, Env. (OSHD

928

L.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1979

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

NOTED
H.S. COULTER

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: S.W. Murray Blvd.-S.W. Walker Rd.
Highway: Tualatin Valley Highway
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 16, 1979.

BLG:pf
Attachments

cc:
G. L. Green
H. S. Coulter✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1: E. L. Hardt
District 2b: Maury Payne
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
FEB 26 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJE NOTIFICATION AND R VIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway

03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01	12] PROJECT TITLE [71 Tualatin Valley Hwy.-S.W. Scholls Ferry Rd.

11	12] PROJECT LOCATION—CITY Beaverton-Tualatin	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To reduce congestion and delay on Hall Blvd. caused by turning vehicles and
06 12] stopped buses. There is a high peak hour congestion at intersections; there are high accident rates due to substandard facility design. The improvements in this [71
07 12] project would take place at points where these problems are worse. [71
Signal interconnect between Canyon/TV, and Broadway intersections with Hall
08 12] Blvd.; a left turn lane at Hall and Canyon/TV; signing at several points; several transit shelters and turnouts at unspecified points; left turn refuges at Hall [71
09 12] and Hart Rd., Hall & Crestmoor Dr., and Hall & Denney Dr.; channelization at Hall-Scholls Ferry Road, unspecified peak hour train movement restrictions, signal [71
10 12] modification at Allen Blvd. [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	195,220			31,780		227,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways

15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: Transportation Improvement Program	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	3	16	1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2-16-79

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX - 9091(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Tualatin Valley Hwy.-SW Scholls Ferry Road
Date February 8, 1979
Unit (if appl)
County Washington
City Beaverton
Highway Hall Blvd.
State Hwy. No.
Termini: M.P.(if appl)
Length 2.9 miles
Region I
Construction Estimate $227,000
Program Amount

B. Purpose of Project: To reduce congestion and delay on Hall Blvd. caused by turning vehicles and stopped buses. There is a high peak hour congestion at intersections; there are high accident rates due to substandard facility design. The improvements in this project would take place at points where these problems are worst.

C. Origin & History of Project: This project is an outgrowth of the January, 1978 TSM study by CRAG of the Hall Blvd. corridor.

D. General Description of Project: Signal interconnect betweent Canyon/TV, and Broadway intersections with Hall Blvd.; a left turn alne at Hall and Canyon/TV; signing at several points; several transit shelters and turnouts at unspecified points; left turn refuges at Hall and Hart Rd., Hall & Crestmoor Dr., and Hall & Denney Dr.; channelization at Hall-Scholls Ferry Road, unspecified peak hour train movement restrictions, signal modification at Allen Blvd.

Alignment: New ________ Existing X Combined ________

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. var. ; Parking varies
Proposed: No. Lanes 2 ; Med. No ; Shldrs. var. ; Parking varies

Traffic: Existing Facility: Existing ADT 9600-19300 Projected ADT 24,000 ; Yr. 1990
Existing Level of Service ________

Proposed Facility: Projected ADT 24,000 ; Yr. 1990
Projected Level of Service ________

Right of Way: Additional anticipated __Yes__ ; if yes, give approx. No. Parcels __unknown__
Yes, No

Acres __unknown__ Type of Relocation Req. __parking possibly; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

No significant amounts

Type of Structure(s):
Bus shelters

Brief Description of River or Stream and Type of Involvement, if any:
Fanno Creek, although in the corridor, will not be affected by the project.

Local City, County or COG priorities of project:

High

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
A range of design alternatives is available thorugh the treatment of various intersections.

The No-Build option would maintain existing conditions and bring about worsening congestion and increased accident frequency as traffic volumes increase.

Other Descriptive Information or Comments:
A project which would improve traffic movements at the Highway 217 off-ramps and Hall Blvd. is already funded as a separate project. A separate project is under development which would interconnect signals on t.v. highway west of Hall Blvd. and Canyon Road east of Hall - This will involve the signals to be interconnected in the proposals discussed in this assessment.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project section of Hall Blvd. begins southward from Canyon Road on a relatively flat vertical alignment to Allen Blvd. Abutting vegetation consists of landscaping of residential and commercial properties. The street section in this area consists of curb, gutter, and sidewalk and is drained by a storm sewer system. From Allen Blvd. to Greenway the roadway begins to exhibit a rolling vertical alignment. Vegetation through this section consists of more native vegetation (mostly brush and open field) due to less intense residential development. The roadway, now running southeasterly, resumes a flat alignment as it crosses Fanno Creek, Southern Pacific Railroad tracks, and Highway 217 before intersecting with Scholls Ferry Road. Vegetation through this section consists of brush and open fields with a small stand of fir in the vicinity of Fanno Creek.

2. Cultural:

LAND USE

Canyon to Third - commercial
Third to Allen - Single and multi-family residential
Intersection of Allen - commercial
Allen to Greenway - single and multi-family residential, three churches. one restaurant
Greenway to Scholls Ferry - commercial, office, warehousing, linear park along Fanno Creek

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Requirements to be determined during PE. It is possible that parking may be displaced at the intersection of Denney.

2. Estimated Impact on Traffic Patterns:

Improvements to key intersections may modify circulation patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Smoother vehicle flow resulting from intersection improvements would tend to reduce CO levels. The potential for rearend and turning accidents should be reduced with the introduction of a left turn lane on the two-lane road.

3. Estimated Impact on Land Use:

Improved traffic flow would make areas served by the affected section of Hall Boulevard more attractive for development. However, it is unlikely that project itself would trigger significant changes in the rate or form of land development.

Consequences:

No significant consequences have been identified.

4. Expected Impact on Natural Ecological Resources:

None expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None yet identified or expected.

7. Potential for Controversial Issues:

Low.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Some improvement in level of service should reduce emissions. The project should be consistent. An Indirect Source Permit would be required.

b. Noise Standards

A noise study will be required. Increase speeds where signals and channelizations are made may slightly increase noise levels.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

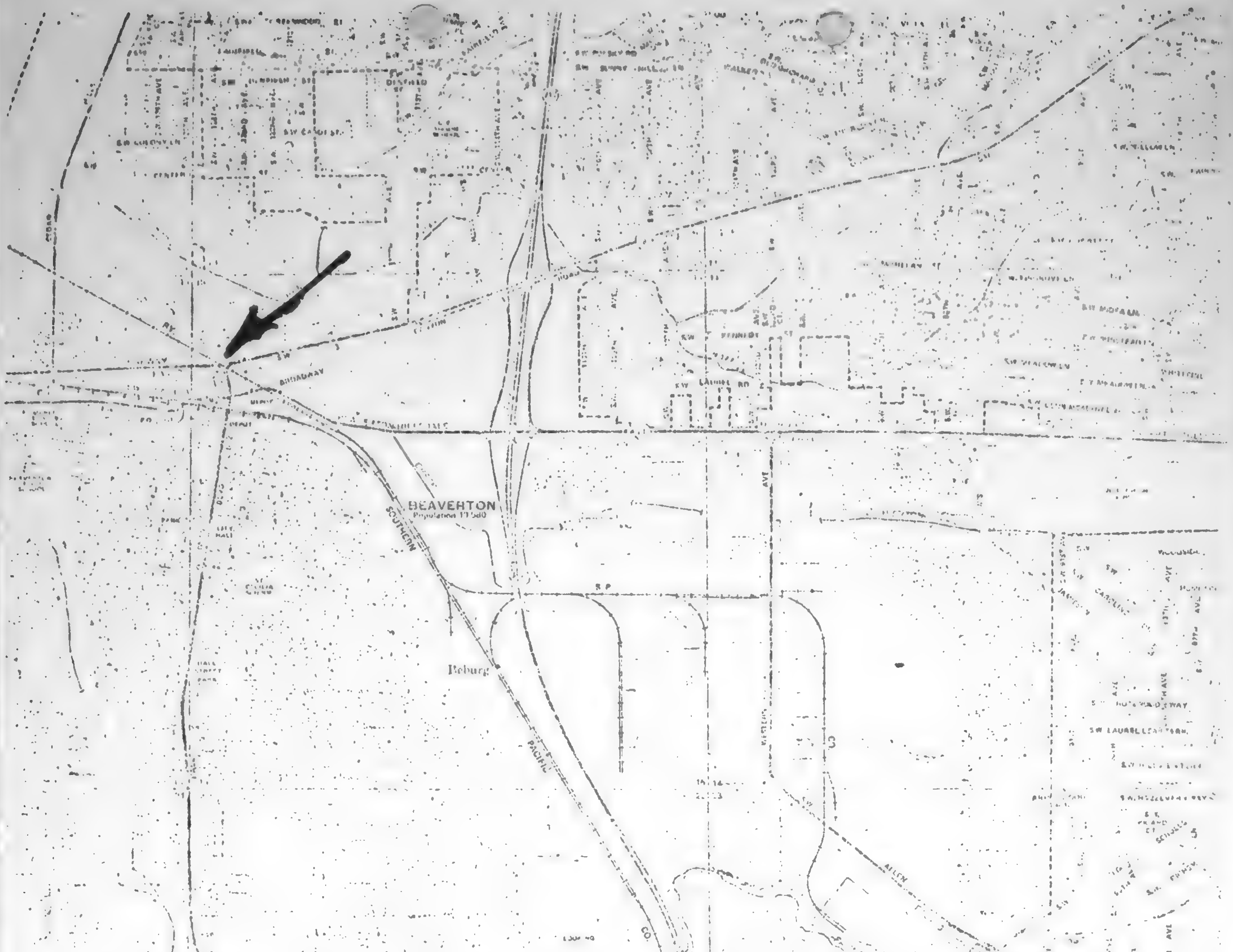
Conforms to the Beaverton Area General Plan and is consistent with the CRAG ITP.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Initial information indicates that this project is limited in scope and planning and will not cause significant changes in land use, traffic generation, or patterns. If further studies indicate otherwise, a new assessment will be prepared.

D. Recommended Project Category: ____ 1 ____ 2 X___ 3 ____ 4


BROADWAY
BEAVERTON
SOUTHERN
PACIFIC
CO
S.P.
ALLEN
AVE
DENNY
ROAD
HALL
Fanno
PACIFIC
Progress

9208

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-29(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 8, 1979

Section S.W. Murray Blvd.-S.W. Walker Rd.
Unit (if appl)

County Washington
City Beaverton

Highway Tualatin Valley Highway
State Hwy. No. 8

Termini: M.P.(if appl)
Length 2.4 miles

Region 1
Construction Estimate $332,000 (E-4)
Program Amount

B. Purpose of Project: To provide specific improvements in safety, traffic flow, and transit operation for this corridor.

C. Origin & History of Project: A series of problems consisting of severe peak hour travel time delays at signalized intersections, a high accident rate, poor transit waiting facilities, difficult access to downtown Beaverton, and air quality deterioration have been identified in this corridor by local neighborhood and community groups through the City of Beaverton. These problems were evaluated by the CRAG TSM Task Force and the following TSM improvement objectives were identified;

- Improve the regional traffic handling capacity of Canyon/TV Highway.
- Improve local circulation utilizing Canyon/TV Highway and reduce (cont'd p.1A)

D. General Description of Project: The proposed project contains the following elements:

A) Provide a computerized signal intertie system between Walker Rd. & Murray Blvd.

B) Upgrade the existing signals at Hocken & Murray Blvd. to include additional phasing in order to reduce conflicts between left-turning vehicles and oncoming traffic.

C) Widen and provide channelization and lane control signing for Oregon 217

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 4 ; Med/ Yes ; Shldrs. ____; Parking ______

Proposed: No. Lanes 4 ; Med. Yes ; Shldrs. ____; Parking ______

Traffic: Existing Facility: Existing ADT 20,200 30,800-to; Projected ADT ______; Yr. ____

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

734-3953 (10-75)

IC. Origin and History of Project (cont'd)

conflicts between local access vehicles and through vehicles.

- Reduce the occurrence of traffic accidents.
- Increase modal split in the corridor through transit service and facility improvements and also improve ride sharing provisions.
- Enhance air quality in the corridor.

The elements of this project are intended to respond to these objectives and were recommended by the task force.

ID. General Description of Project (cont'd)

frontage road and ramps, both north and eastbound.

D. Provide sidewalk and/or paved transit passenger waiting areas. Possibly install bus shelters at all major intersections and at other important traffic generators along the corridor in order to increase transit patronage and concentrate passengers hence, reduce average number of stops.

E. Provide a park-and-ride lot at some selected site to be determined. Presently there are a number of autos parking in the vicinity of 198th Avenue and TV Highway and utilizing Route #57. The Corridor is also impacted by the Beaverton Park and Ride lot, one of the most successful lots in the region indicating that a high demand for adequate park-and-ride facilities exists along TV Highway.

The park-and-ride lot would increase transit ridership and decrease peak hour congestion in the corridor.

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels To be determined (TBD)

Acres TBD; Type of Relocation Req. TBD; No. TBD

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

Possible improvements to existing ramps.

Brief Description of River or Stream and Type of Involvement, if any:

No involvement expected.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

To be determined

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project area is entirely urbanized and heavily congested with auto oriented activity.

2. Cultural:

Land use in the corridor is largely strip commercial development predominated by businesses involved in auto sales, parts, and repair. Fast food stores, small shopping clusters, and variety stores are also evident. A regional Fred Meyer store is planned for the area immediately west of 217 and south of Canyon Road. Confusion and congestion characterize the area's traffic setting, created by awkward street patterns, large traffic volumes, frequent and poorly planned curb cuts, and a concentration of auto oriented businesses. Four regional state highways (Nos. 217, 8, 208, & 10) converse and interconnect in the project area causing conflict between a considerable number of through trips and local traffic.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   To be determined

2. Estimated Impact on Traffic Patterns:
   Improve flow and safety.
   Possible increase in modal split.

   Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

   Proposed project would have a comparatively small direct impact on land use (one± acres for park and ride lot). Indirect land use impacts such as land use conversions inconsistent with proposed plans are not expected.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   The area is completely urbanized.
   No significant impacts are expected.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   A cultural resource survey may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified to date.

7. Potential for Controversial Issues:

None yet identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
The project is expected to result in improved traffic flow and increased transit use, therefore, having a positive impact on air quality. The need for an I.S.P.A. will be discussed with DEQ.

b. Noise Standards

A noise study report will be required.

c. Water Quality Standards

No significant impact on water quality is expected.

d. Area Land Use and Transportation Plans, and Zoning

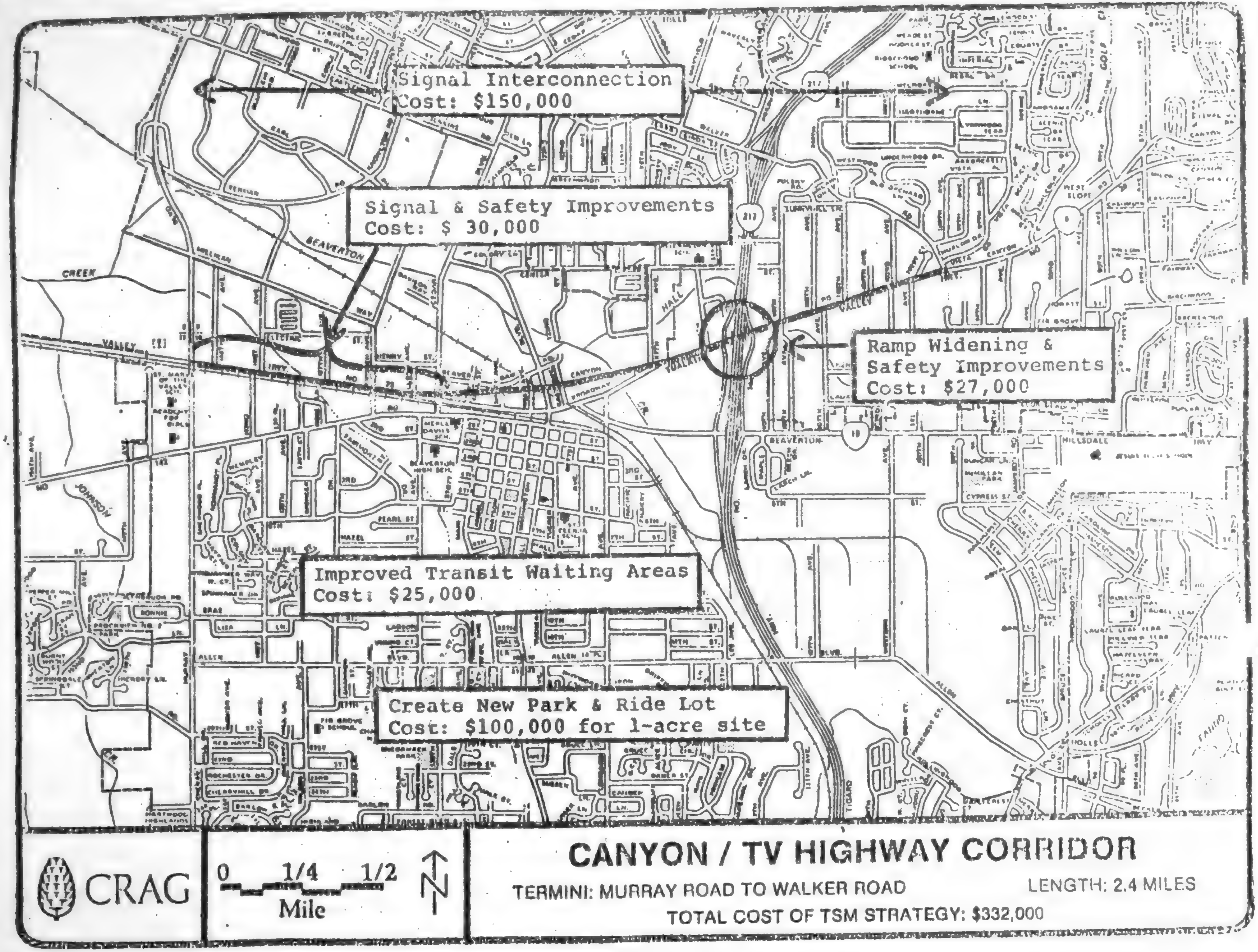
This project is consistent with the existing land use.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION---------	----------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The information available indicates that the project in non-major in scale since its elements are relatively low intensity, with only minor right-of-way requirements.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



Signal Interconnection
Cost: $150,000

Signal & Safety Improvements
Cost: $ 30,000

Ramp Widening &
Safety Improvements
Cost: $27,000

Improved Transit Waiting Areas
Cost: $25,000

Create New Park & Ride Lot
Cost: $100,000 for 1-acre site

CRAG

CANYON / TV HIGHWAY CORRIDOR

TERMINI: MURRAY ROAD TO WALKER ROAD
LENGTH: 2.4 MILES
TOTAL COST OF TSM STRATEGY: $332,000

January 31, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the Consent Calendar for the February 8 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Beaverton submitted two requests. One is for a $332,000 project to improve a 2.4 mile segment of Tualatin Valley Highway, upgrade existing signals, and construct a park-and-ride lot, the other is for a $277,000 project to provide multiple improvements at various locations within a 2.9 mile section of Beaverton-Tualatin Highway.

Lake Oswego is requesting a $778,000 project to provide four travel lanes and a left-turn lane on Oswego Highway and provide a computerized signal system.

Two requests were received from Clackamas County. One is for a $78,000 project to realign Oatfield Road and modify the Aldercrest Drive approaches, the other is for a $130,000 project to widen Price-Fuller Road and install an emergency fire signal at King Road.

Interstate Transfer funds for these projects are estimated at $1,355,750, with Local Government providing all of the required $239,250 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachments

GEZ:lml
BC: F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
J. H. Versteeg
E. L. Hardt
G. W. Wimer (3)
George Bell
R. N. Bothman

CITY OF BEAVERTON
Proposed Interstate Transfer Project

S.W. Murray Blvd.-S.W. Walker Rd.
Tualatin Valley Highway, FAP 32
Grade, Pave, Signal Interconnect,
  Signing and Striping
2.4 miles
$332,000

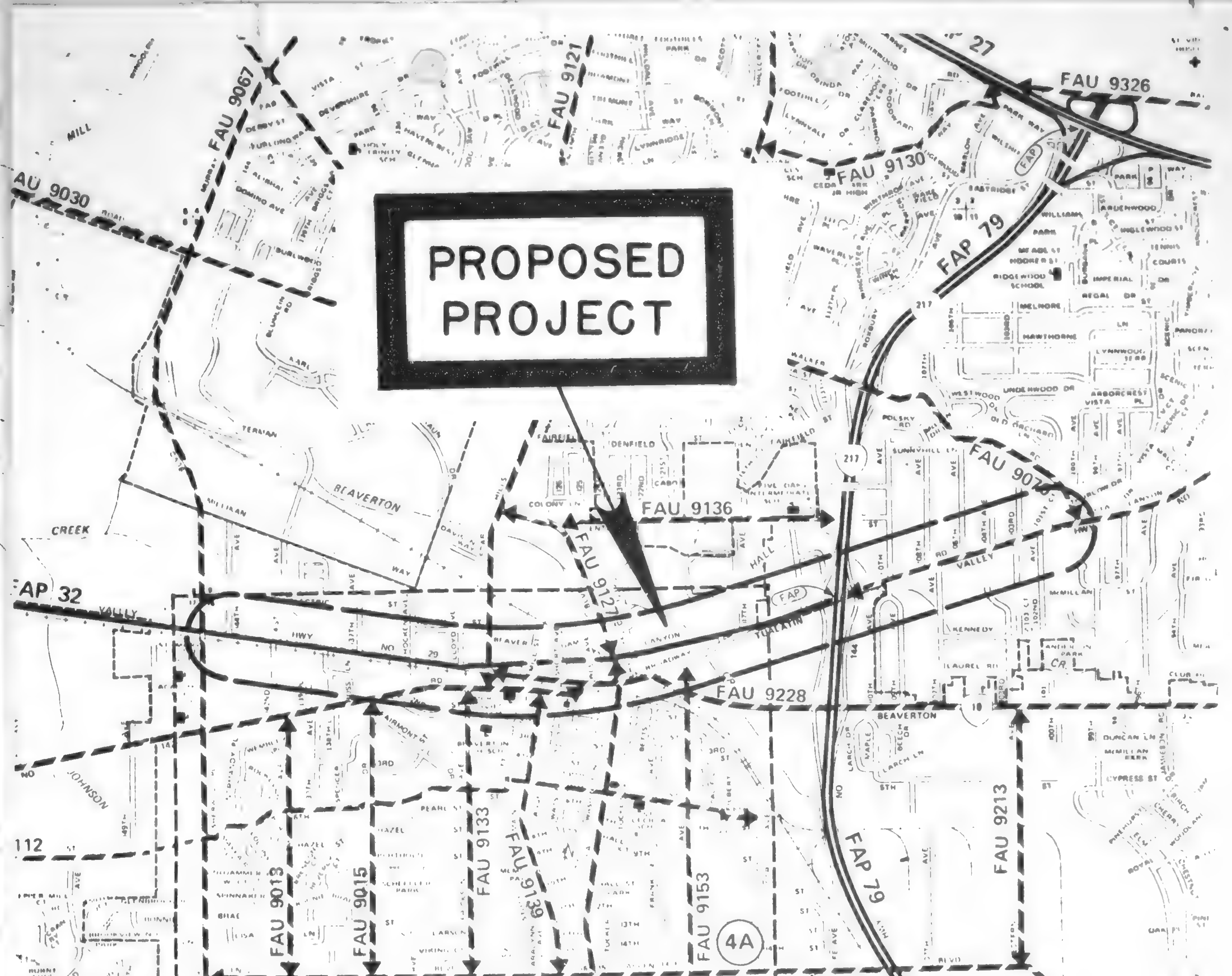
This project entails all the work and costs to improve the Tualatin Valley Highway from S.W. Murray Blvd. to S.W. Walker Road. The improvements will consist of 1) Upgrading existing signals and providing additional phases at Murray Blvd. and at Hocken Avenue, 2) Installing a signal interconnect system, 3) Widening existing ramps and providing adequate signing at Beaverton-Tigard Highway, 4) Improving transit passenger waiting areas, and 5) Constructing a park-and-ride lot at a location to be selected during preliminary engineering phase.

Right-of-way will be acquired as a participating cost of the project.

State will prepare environmental statements and City will conduct any required public hearings.

State will perform preliminary and construction engineering.

79-b
1/31/79


PROPOSED PROJECT
FAU 9326
FAP 27
FAU 9067
FAU 9121
FAU 9030
FAU 9130
FAP 79
FAU 9070
FAU 9136
FAU 9127
FAP 32
FAU 9228
FAU 9213
FAU 9013
FAU 9015
FAU 9133
FAU 9139
FAU 9153
4A
FAU 9088
FAU 9109
FAU 9159
FAU 9052
FAU 9091
FAU 9106
FAU 9165
112
BEAVERTON
CREEK
VALLEY
HWY
CANYON
TUALATIN
JOHNSON
SEXTON MOUNTAIN
BROCKMAN
DAVIES
HIGHLAND PARK
TIGARD
PROGRESS
BRADLEY
MILL

1208

①

STATE OF OREGON

INTEROFFICE MEMO

Technical Services
DEPT.

238-8231
TELEPHONE

TO: D. H. Moehring, Manager
Project Management
Attn: Buz Swan

DATE: December 28, 1978

FROM: Earl Mershon Earl Mershon
Tech. Services Staff Ass't.

SUBJECT: S. W. Murray Blvd. - S. W. Walker Rd.
Tualatin Valley Highway
City of Beaverton
Washington County
Planning File 78-54

to Terpin
1-5-79

Here is our programming packet for the subject project. Included are a project information sheet, authority for survey, federal aid project request, environmental assessment, and a project review by our traffic analysis unit. Also included is an agreement information sheet, intended for the use of your agreement writer.

This is an e(4) project. It is listed on page 134 of the CRAG TIP.

Please program $29,500 for preliminary engineering at this time.

EM:jb

Attachments

cc F. E. Terpin
Metro Technical Services (8)

81-125-1387

9208

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section S. W. Murray Blvd. - S. W. Walker Rd. Date 12-28-78

Highway Tualatin Valley County Washington

Existing Facility

Access control? None parking restrictions? Complete
Airport within 2 miles? No name
Water development in the area? None involved
Recreation areas " "
Historical areas " "

Roadway: no. lanes 4 paved shoulders? Varies
pavement width 58' - 70'

Structures: MP	description
2.90	U-Xing, Beaverton-Tigard Highway

Signals: location
Cedar Hills Blvd.,
Walker Rd.
Murray Blvd.,
Hall Blvd.,
Hocken Ave.,
Hwy. 217 Ramps,

Descriptions of adjacent sections

West end: 4 travel lanes, median turn lane
East end: 4 travel lanes

Railroad crossings

Name of railroad Burlington Northern no. of tracks 1
Number of trains no. of hi-speed trains
Present protection Signalized
Proposed protection No change
Railroad benefits

9208

Project S.W. Murray Blv[illegible] [illegible].W. Walker Rd., Tualatin Valle[illegible] [illegible]wy.

Agency City of Beaverton **Date** 12-28-78

Type of Project Signalization, channelization, illumination, park and ride lot

The agreement on this project should provide for the following responsibilities where applicable:

		State	**Applicant**	**Consultant**
Field Survey		(X)	( )	( )
Soils Investigation		(X)	( )	( )
Base Design		(X)	( )	( )
Bridge Design	N/A	( )	( )	( )
Signal Design		(X)	( )	( )
Final Design and Specs		(X)	( )	( )
Acquire R/W		(X)	( )	( )
Relocate Utilities		(X)	( )	( )
Construction Engineering		(X)	( )	( )
Environmental Statements		(X)	( )	( )
Citizen Involvement, Public Hearing (if required)			(X)	

	State	**Applicant**	**Contractor**	
Maintenance During Construction	( )	( )	(X)	
Maintenance After Completion - Roadway	(X)	( )		
Maintenance After Completion - Signals	( )	( )		Per League of Oregon Cities Agreement.
Power Consumption - Signals	( )	( )		
Power Consumption - Lighting	( )	( )		
Pay for Irrigation Water (if required)	( )	(X)		

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Form E-39 (Rev. 9-71)

9203

MBS0001

2

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-54

AUTHORITY FOR SURVEY

Section SW MURRAY BLVD. - SW WALKER ROAD

Date December 22, 1978, 19

RG Highway Tualatin Valley Hwy.

Authorization No. 1

County Washington

Survey Prefix 34-1996 (Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of the existing T-V Highway from SW Murray Blvd. (MP 4.64) to SW Walker Road (MP 2.24). The overall length of the project is 2.4 miles.

Proposed: A TSM project consisting of computerized signal system, safety improvements, ramp widening, transit waiting areas and park-and-ride lot.

Purpose of survey: State to perform field survey, prepare plans, specifications, estimates and complete PS&E.

IX-32(9)
4-16-79

Category 3 M
Funding (e)4

		Estimate of Cost
Field Survey	(901)	14,800
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	300
Soils & Geology	(910)	
Traffic	(911)	8,000
Landscape	(912)	
Liaison R/W	(913)	800
Utility	(914)	600
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	1,000
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 29,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval: Frank E. Pespin
Location Engineer

Approved:

SP*23604-734

N
H
M

9208 ①

FEDERAL AID PROJECT REQUEST

[illegible] 78

Date

Applicant Agency City of Beaverton
Request for: Off-System____, FAS-C____, FAUS____ Project 103(e)(4) Transfer
Federal Aid Route No. FAP 32 Route Name Tualatin Valley Hwy
Project Name Canyon/TV Highway Corridor

Project Length 2.4 miles Project Location (Attach sketch map)
Project Description computerized signal system, signal and safety improvements, park and ride lot, ramp widening and safety improvements, improved transit waiting areas

Average Daily Traffic 20,200 -- 30,800 Design Speed 40
min max

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 58'--70' Travel Lanes 4 Shoulders at some locations
Medians intermittent left turn lane Parking prohibited
Sidewalks existing Hwy 217 to Cedar Hills
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 58'--70' Travel Lanes 4 Shoulders varies
Medians left turn lanes Parking prohibited
Curbed yes Length Curb Radii
Sidewalk/Bikeway to be determined
Remarks basic roadway width to remain, except at specific locations necessary for improving traffic flow--identified during PE

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 103'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes possibly* No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____
Remarks * R/W requirements will be determined during PE Aquisition for park and ride lot

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location: (Seven intersections)

Walker; Hwy 217 ramps; Hall Blvd; Cedar Hills; Hocken; Murray

2. **Proposed Signalization:**

Location (SW 110th, Fred Meyer access, 117th, Watson extention--
not part of project cost, but should be planned for in design.)
Type
Phases
Type of Suspension
Interconnected yes
Remarks Signalization project proposes to computerize the entire
signal system along Canyon Rd. from Walker to Murray.

3. **Permanent Signing:**

Include in project or by applicant? included in project

4. **Permanent Striping:**

Include in project or by applicant? to be included in project as extra
work by State forces

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

400 WATT/21,000 Lumens at spacings of 200' to 250' along length
of project

2. **Proposed Illumination:**

Location
Type

Remarks improvements or revisions to illumination to be determined
during PE

V. STRUCTURE DATA

1. **Existing Structure:**

Location Hwy 217
Type overpass over T-V Hwy
Approach Roadway Width Shoulder Width
Length Width
To remain in place? no change in structure

2. **Proposed Structure:** No new structures

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X **No**

Name of Railroad Burlington Northern
Existing Crossing Protection signalized

2. Will existing railroad crossing be altered? no

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City of Beaverton and ODOT (Metro) Office
2.	Environmental	ODOT (Metro) Office
3.	Public Hearing	City of Beaverton -- Michael Odom Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ~~X~~

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant ~~X~~

3. Will applicant perform any work prior to or after award of contract?
Yes X No__________
If "yes," describe briefly: ~~preliminary engineering and preparation of contract plans~~ work with State on Citizens Participation and hold public hearing if one is required.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 27,000
Right-of-way costs (if participating)	
Traffic control (signals & interconnect)	147,000
Illumination	
Structures	
Railroad	
Other Park and Ride and Transit Stops	125,000
Preliminary engineering	33,000
PROJECT TOTAL	$332,000

Remarks Actual costs of the various features of the improvement project may vary upon completion of PE.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Beaverton and/or __________________ COUNTY

By__________________ Mayor

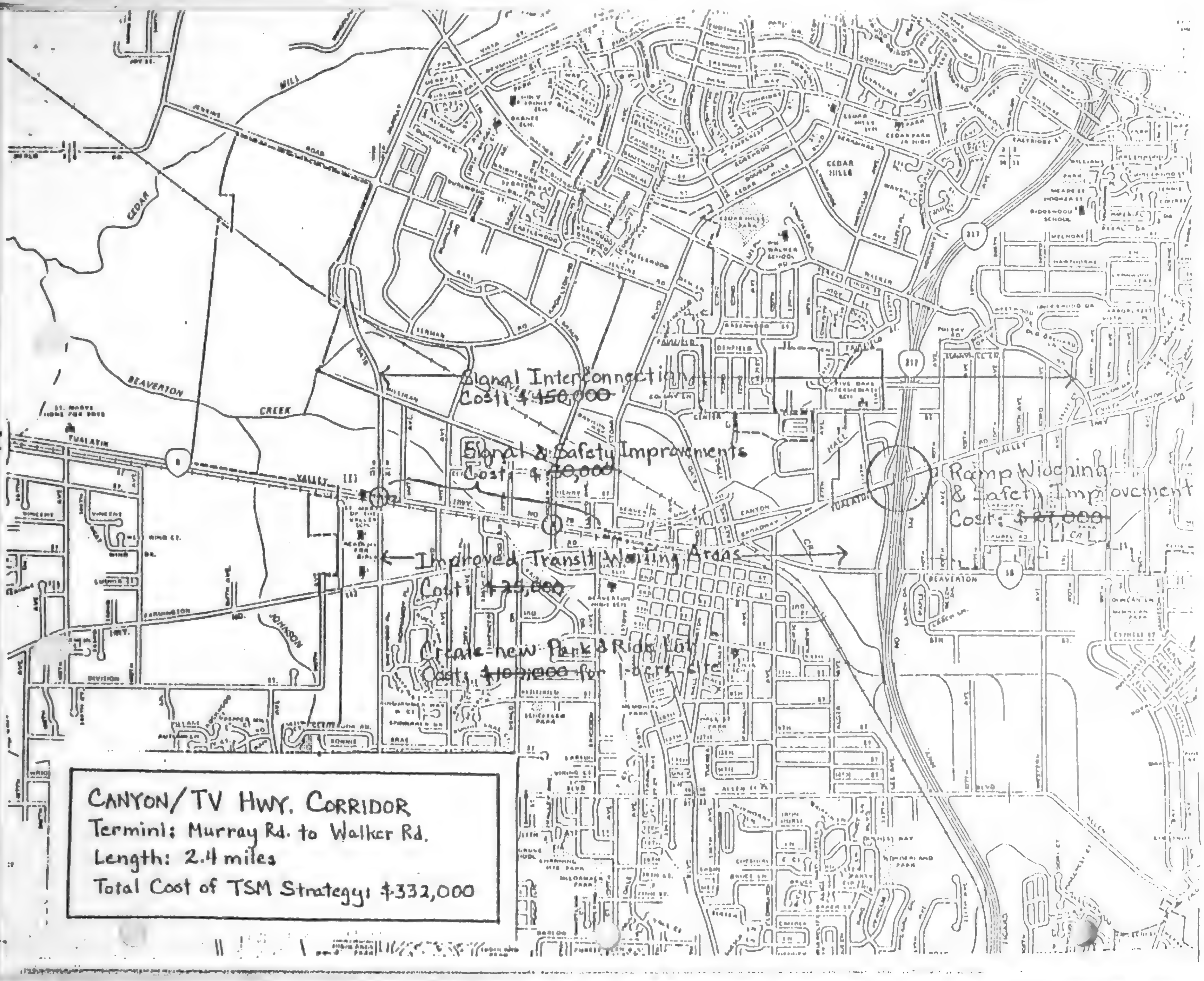
By__________________ City Recorder

By__________________

By__________________

By__________________

(1976)



CANYON/TV HWY. CORRIDOR
Termini: Murray Rd. to Walker Rd.
Length: 2.4 miles
Total Cost of TSM Strategy: $332,000

Signal Interconnection
Cost: $150,000

Signal & Safety Improvements
Cost: $20,000

Improved Transit Waiting Areas
Cost: $25,000

Create new Park & Ride Lot
Cost: $100,000 for 1-acre site

Ramp Widening
& Safety Improvement
Cost: $87,000

BEAVERTON
CREEK
CEDAR
MILL
TUALATIN
VALLEY
HWY.
CANYON
BROADWAY
FARMINGTON
JOHNSON
DIVISION
CEDAR HILLS
217
8
10

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND--VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Beaverton
LIMITS Walker Rd to Murray Blvd LENGTH 2.4 mi
DESCRIPTION
computerized signal system; signal and safety improvements; park and ride lot; ramp widenings and safety improvements; improved transit waiting areas

PROJECT NAME Canyon/TV Hwy
ID No FAP 32
APPLICANT Beaverton

SCHEDULE

TO ODOT ____
PE OK'D ____ EIS OK'D ____
CAT'Y ____ BID LET ____
HEARING ____ COMPL'T ____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT ____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	33	299				332
FEDERAL	28	248				276
STATE						
LOCAL	5	51				56

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 33,000
CONSTRUCTION	27,000
RIGHT OF WAY	
TRAFFIC CONTROL	147,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
Park & Ride	125,000
TOTAL	$ 332,000

LOCATION MAP

SOURCE OF FUNDS (%)

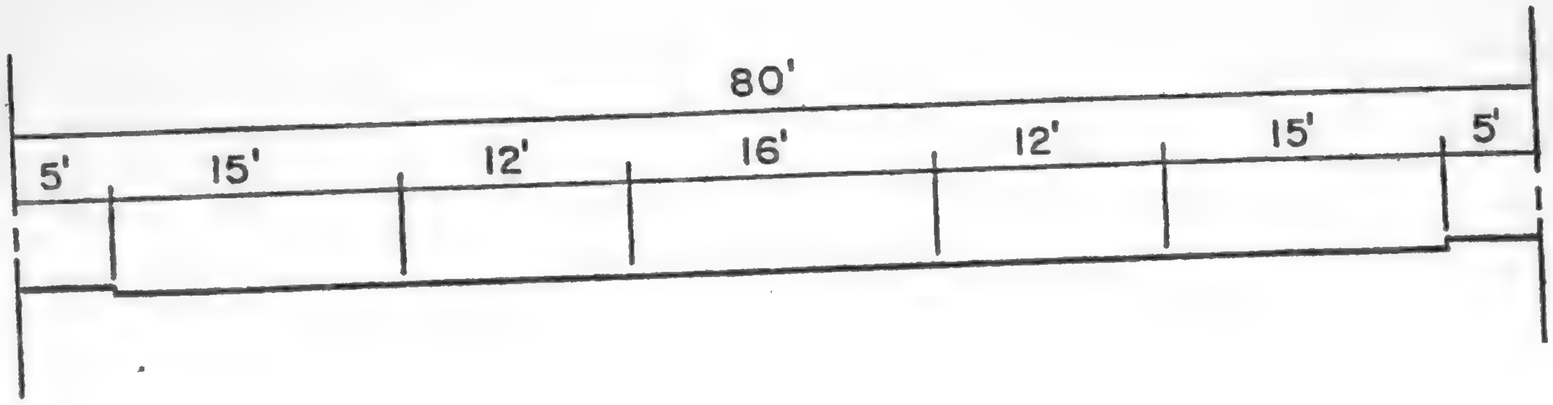
FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL ____ UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	86

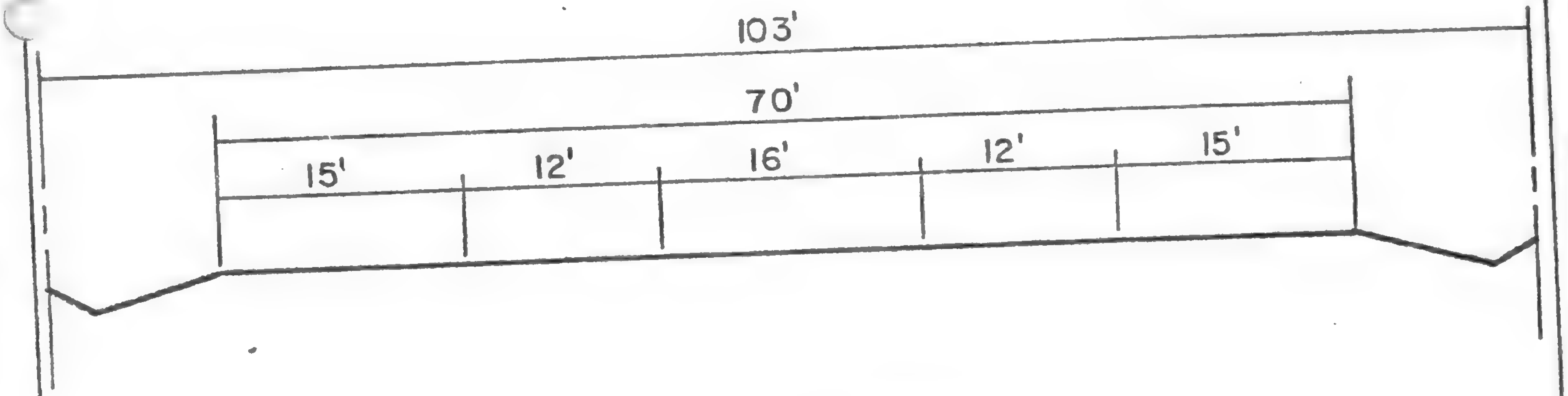
NON FEDERAL
STATE 0 LOCAL 14

CANYON ROAD TYPICAL SECTIONS

scale: 1" = 12'


80'
5'
15'
12'
16'
12'
15'
5'

WALKER TO HOCKEN


103'
70'
15'
12'
16'
12'
15'

HOCKEN TO MURRAY

Southwest Murray Bouleyard to Southwest Walker Road

Tualatin Valley Highway

City of Beaverton

Attached is the evaluation and recommendation from the CRAG TSM Study on the proposed project.

The project is required to decrease delay to vehicles traveling through Beaverton by providing better signal progression and by improving capacity at several major intersections. Several transit improvements are recommended to decrease delay time to through vehicles and make transit move accessible to transit passengers.

The computerized signal system was not identified ~~as a~~ in the Original CRAG project proposal. A computerized system would be prohibited because of cost. The signal interconnect system would provide the progression needed through this section at a reasonable cost.

It is recommended this project be approved.

Tom Schwab

pq

CR[illegible]S "TSM CANDIDATE [illegible]ROJECTS"

III. INDIVIDUAL PROBLEM AREA EVALUATIONS

Jan 1978

A. CANYON/TV HIGHWAY CORRIDOR

1. INTRODUCTION

The Corridor extends from Walker Road to Murray Boulevard. Canyon/TV is a four lane facility with a dual left turn lane between Highway 217 and Cedar Hills Boulevard. There is no on-street parking and adjacent land use is almost entirely commercial.

The facility is a primary state highway and is designated a principal arterial in the ITP. The Corridor serves major east-west through movements, provides high levels of regional through trips, provides access to and through downtown Beaverton and also accommodates a high number of local commercial access trips to adjoining properties.

Severe peak hour travel time delays are experienced by both autos and buses at signalized intersections along the Corridor. Other problems include a high accident rate, poor transit waiting areas, difficult access to downtown Beaverton and to adjacent commercial use and air quality problems.

2. TSM IMPROVEMENT OBJECTIVES

During the project identification workshops, the following improvement objectives were identified:

- Improve the regional traffic handling capacity of Canyon/TV Highway.
- Improve local circulation utilizing Canyon/TV Highway and reduce conflicts between local access vehicles and through vehicles.
- Reduce the occurrence of traffic accidents.
- Increase modal split in the Corridor through transit service and facility improvements and also improve ride sharing provisions.
- Enhance air quality in the Corridor.

3. TSM PROJECT EVALUATIONS

Nine TSM candidate projects have been suggested as solutions to one or more of the problems identified along the Corridor. Some of the projects are not mutually supportive. Some projects solve most of the problems identified while other projects solve only a few of the problems.

Chart 1 details the interrelationships among TSM actions and which types of problems the candidate project solves.

The individual project evaluations are as follows:

Remove Two Way Left Turn Lane (2WLTL) and Create a Median Barrier

Removal of the 2WLTL and its replacement with a median barrier and selected left turn pockets may increase around-the-block movements and, hence, traffic intrusion on local streets. In some locations, around-the-block movements may not be possible (lack of adjacent local streets). U-turn problems may also occur. The overall impact of this measure will depend upon current 2WLTL useage volumes and where the proposed left turn pockets will be located.

Apart from the above, a median barrier interrupted by striped left turn bays may present severe hazards for head-on collisions with the barrier ends. For the given volume, speed and street character, an ordinary curbed median island without a barrier would probably be safer overall and better for pedestrian crossing at minor streets (refuge, no barrier-climbing, etc.).

The median barrier would not reduce the total number of conflicts substantially but would concentrate them in space (at the proposed left turn bays).

The project is not recommended for inclusion into the Corridor strategy.

Signal Interconnect ($150,000)

The project would correct the problem of poor signal progression and uneven through traffic flow. The project would also address the problem of severe peak hour intersectional congestion which results in reduced travel times for both autos and buses.

The project positively impacts nine of the eleven problems identified in the Corridor. Additionally, it would decrease travel time delays for both autos and buses, maximize use of existing facilities and meet three of the five improvement objectives.

The project is recommended for inclusion into the Corridor strategy.

Eliminate Ten Curb Cuts ($66,000)

The project would reduce the number of curb cuts between Highway 217 and Murray Boulevard. Presently, there are 96 curb cuts on the north side and 76 curb cuts on the south side. Where off-street parking lots are attached, one or more of the curb cuts providing ingress/egress should be eliminated. The project seeks to reduce the number of conflicts between local access traffic and through traffic.

The project would solve three of the eleven problems identified and would negatively impact three of the eleven problems. The primary impact of the project would be to reduce the number of accidents and to facilitate through traffic flow along the Corridor. The project, however, would negatively impact an already severe local access problem and conflict with one of the TSM improvement objectives. It is also anticipated the project may be controversial and difficult to implement.

The project is not recommended as part of the Corridor strategy.

Upgrade Signals and Safety Improvements ($30,000)

The projects would upgrade the existing signals at Hocken and Murray Boulevard to include additional phasing to reduce conflicts between left turning vehicles and oncoming traffic. The signal at Murray and Canyon/TV Highway is being upgraded from five phase to eight phase by ODOT. The upgrading should be included as part of the Corridor strategy although the project is already funded. An overlay for the Murray/TV intersection has also been identified to reduce the rear-end accident problem along with additional lane signing and buttons at the Cedar Hills Boulevard intersection to reduce turning accidents.

The primary impact of the improvements is on safety. The additional left turn phasing will increase access to/from side streets and reduce the number of intersection accidents but would also reduce travel time during peak hours on Canyon/TV.

The project encourages local access at major side streets and will reduce the number of accidents at major intersections. Because of the relatively high number of accidents and high side street ADT, it is recommended the projects be considered as part of the Corridor strategy.

Transit Turnouts ($36,000)

The Corridor is served by three bus routes. There are also 28 bus stops located between Murray Boulevard and Walker Road. It is anticipated the turnouts (six have been suggested) would increase safety for deboarding/boarding passengers and decrease vehicle delay to through traffic.

The Corridor has four lanes allowing traffic an opportunity to flow around the buses. A recently completed speed and delay study indicated that stopped buses did not make a significant contribution to travel time delays experienced by through traffic. Further, the transit turnouts could increase bus travel times, especially during peak hours when buses would have difficulty re-entering Canyon/TV.

It is recommended the project not be included as part of the Corridor TSM strategy.

Bus Actuated Signal and Transit Lane Along Broadway (No Cost Determined)

The candidate project is to develop a transit lane between the Beaverton Park and Ride and Canyon/TV and to provide a transit turn-out and bus actuated traffic signal at the Canyon/TV Highway and Broadway intersection. The project would provide additional safety for boarding/deboarding passengers, decrease transit travel times, and, additionally, the bus actuated signal could be timed to operate during peak hours only.

The project would decrease transit travel times, support the Beaverton Park and Ride lots which has the highest utilization rate of all Park and Ride lots (289 out of 300 spaces), increase transit rider comfort and convenience and increase transit ridership.

It is not clear how much longer the Beaverton Park and Ride lot will be in existence because of the Fred Meyer development. Therefore, the project is not recommended for inclusion into the Corridor strategy.

Park and Ride Lot ($100,000)

Presently there are a number of autos parking in the vicinity of 198th Avenue and TV Highway and utilizing Route #57. The Corridor is also impacted by the Beaverton Park and Ride lot, one of the most successful lots in the region indicating that a high demand for adequate Park and Ride facilities exists along TV Highway.

The Park and Ride lot would increase transit ridership and decrease peak hour congestion in the Corridor. The lot could serve as a partial alternative to the Beaverton Park and Ride lot at a future time.

It is recommended the project be included as part of the Corridor strategy and the specific location be selected so as to decrease VMT in the Canyon/TV Highway Corridor.

Ramp Widening and Safety Improvements ($27,000)

Northbound Oregon 217 Frontage Road and TV Highway is signalized and has three lanes in the approach. One lane is a left turn only lane and the others a through option or a right. Widening, channelization and lane control signing would reduce delay and accidents. Also, more visible signal heads at the intersection may reduce the number of accidents. Possibly, an adjustment in signal timing may alleviate the problem. Similar improvements including widening and signing should be considered for the west ramp of Highway 217.

The project positively affects eight of the eleven problems identified and it is recommended that it be included as part of the Corridor strategy.

Improved Transit Waiting Areas ($25,000)

Sidewalk and/or paved transit passenger waiting areas, sidewalks would improve non-transit rider safety and comfort (pedestrians, bicyclists) as well as help transit riders. Sidewalks in suburban locations can function as a waiting area as well. Small paved walk stubs linking the curb to the parallel sidewalk would be needed where the sidewalk is separated from the curb by a planting strip.

With only one existing bus shelter, there would seem to be a great need for bus shelters at all major intersections and at other important traffic generators along the Corridor. They can help increase transit patronage in the Corridor, encourage concentration of passengers and, hence, reduce the average number of stops made and improve overall transit speed.

4. CORRIDOR STRATEGY

It is recommended the following candidate TSM projects be implemented as a package and that they form the basis of the Corridor strategy:

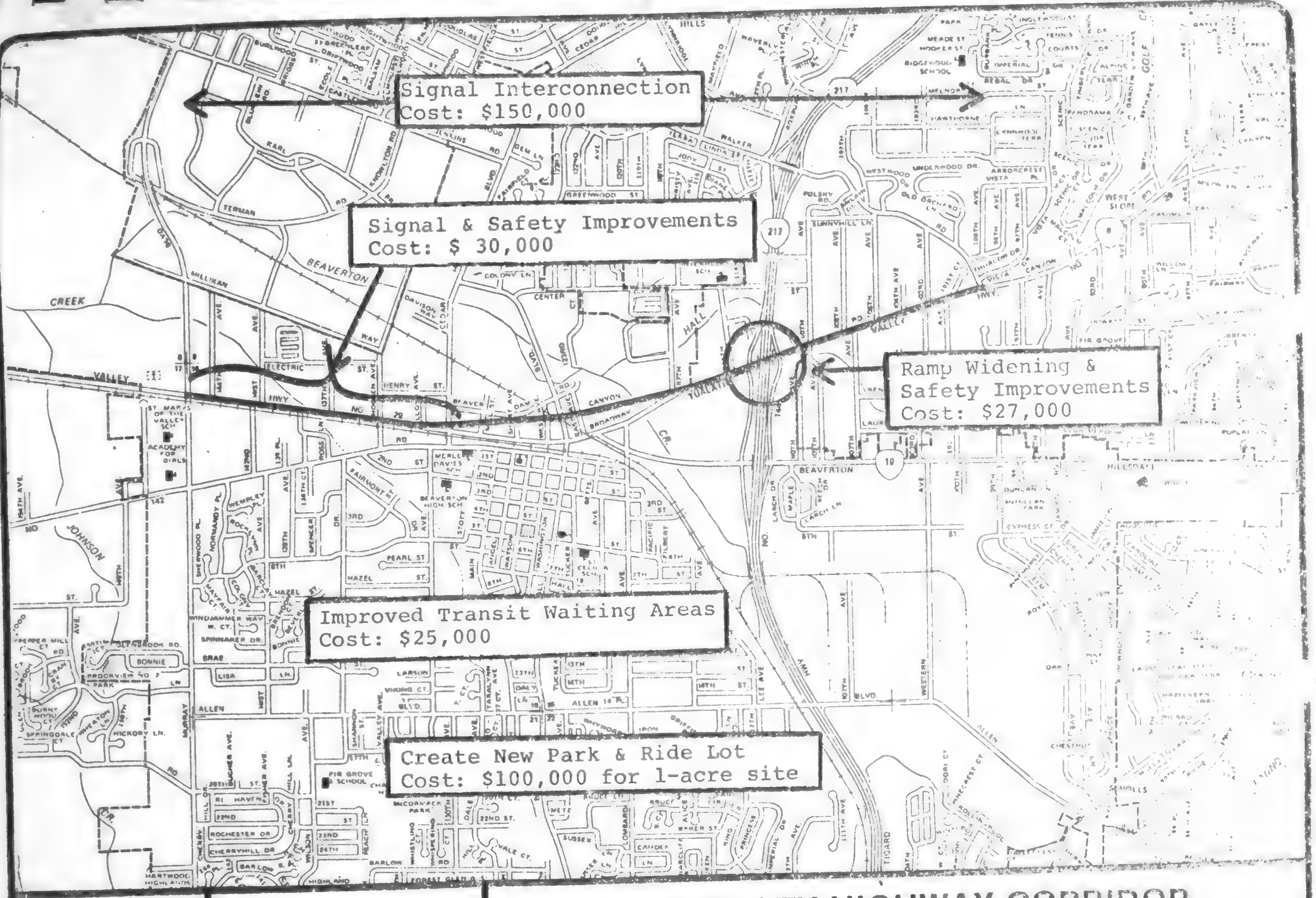
TSM Project	Cost
. Signal Interconnection	$150,000
. Signal and Safety Improvements (ODOT is upgrading a signal at Murray and Canyon/TV, the signal should be included as part of the strategy although it is already funded).	30,000
. Park and Ride Lot	100,000
. Ramp Widening and Safety Improvements	27,000
. Improved Transit Waiting Areas	25,000
Total Cost	$332,000

The computerized signal intertie will facilitate optimum directional flow during peak hours. Adjusted timing to facilitate local movement during the off-peak will benefit both auto and bus movements.

The ramp widening, signal and safety improvements will facilitate local access and interchange of trips to/from downtown Beaverton.

The Park and Ride lot and improved transit waiting areas will encourage transit ridership and offer an increased opportunity for through drivers to utilize the existing bus service, thereby reducing peak period traffic through the Corridor.

Implementation of the package will result in improved through traffic flow with reduced delays at signalized intersections, improved local access to and from the Corridor, improved safety and the potential for improved transit use. The individual actions are supportive of one another and address the essential problems identified in the Corridor.



Signal Interconnection
Cost: $150,000

Signal & Safety Improvements
Cost: $ 30,000

Ramp Widening &
Safety Improvements
Cost: $27,000

Improved Transit Waiting Areas
Cost: $25,000

Create New Park & Ride Lot
Cost: $100,000 for 1-acre site

CRAG

0 1/4 1/2
Mile

N

CANYON / TV HIGHWAY CORRIDOR

TERMINI: MURRAY ROAD TO WALKER ROAD

LENGTH: 2.4 MILES

TOTAL COST OF TSM STRATEGY: $332,000

Chart I

CRAG PROTOTYPE STUDY — EVALUATION OF CANDIDATE TSM PROJECTS

PROBLEM AREA: CANYON/TV HWY. CORRIDOR

TERMINI: Murray Road to Walker Road LENGTH: 2.4 miles

LEGEND
+ Positive Impact
0 No Effect
– Negative Impact

	CRITERIA	PROBLEM QUANTIFICATION S: Severe M: Moderate		Remove 2-Way Left Turn Lane (Murray to Hwy 217) Create median barrier	Signal Inter-connect	Eliminate 10 Curb-Cuts	Improve signals at Hocken & Murray to incl left turn phasing; Safety improvements at Murray, Cedar Hills Blvd	Transit Turnouts	Bus Activated Signal and Transit lane along Broadway	Park & Ride Lot Expansion	Ramp Widening & Safety Impr.	Improved Transit Waiting Areas
				CANDIDATE TSM PROJECTS								
CORRIDOR MOBILITY	TRANSIT USE	Approx. Daily Ridership is 2440 persons	S	0	+	0	+	0	+	+	+	+
	COMM'L VEH. TRIPS	810 comm'l vehicles	S	– Reduce ease of delivery	+	–	0	0	0	0	+	0
	PED./BIKE TRIPS											
	PEAK PER. TRIPS	V/C = .86 to 1.01 Level of Service: D to E	S	0	+	+	Positive for Hocken & Murray, Negative for Canyon/TV Hwy	0 Buses don't cause delays	+ Buses – Autos	+	+	+
	TRAVEL TIME DELAY	PM (W) = 17 mph PM (E) = 21 mph 235 hrs lost to intersectional delay	S	–	+	+	Positive for Hocken & Murray; Negative for Canyon/TV Hwy	0 Buses don't cause delays	+ Buses – Autos	+	+	+
SAFETY	ACCIDENT RATE (MVM)	6.3 vs. state avg. of 5.2	S	0 May increase intersection accidents but decrease mid-block accidents	+	+	+	+	0		+	Pedestrian Safety +
SOCIAL / ENVIRON.	AIR QUALITY	61,440 VMT	S	– More around-the-block movement	+	0	+	+	+ Depends on new transit riders	+	+ Arterials stop delay	+
	ENERGY CONSUMPTION	61,440 VMT	S	–	+	0	+		+	+	+	+
	H & E ACCESS											
	TRANSIT RIDER COMF. & CONVEN.	28 bus stops 2.4 mile corridor	S	0	0	0	0	–/+ May increase bus travel time	+	+	0	+
EXISTING LAND USE	TRAFFIC THRU NEIGH.			Removal of the 2-way Left turn lane will increase around-the-block movements as access will be restricted								
	NOISE LEVEL IN NEIGH.											
	LOCAL ACC. TO/FROM NEIGH.											
	LOCAL ACC LOCAL COMM'L/IND CENTERS	High side street ADT 118 curb cuts/25,000 ADT	S	–	+	–	+ Would improve access to/from side streets	0	–	0	0	0
	ACCESS CENTRALIZED COMM'L/IND. CENTERS	Downtown Beaverton	S	–	+	–	+	0	+	+	+	0
	UNUSUAL CONDITIONS											
	COST			$250,000	$150,000	$66,000	$30,000	$36,000	No Cost Determined	$100,000	$22,000	$15,000 [illegible] shelters
	OVERALL RECOMMENDATION			Not Recommended	Rec.	Not Rec.	Recommended	Not Rec.	Not Rec.	Rec.	Rec.	Rec.

7208

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 12/18/78

Section S.W. Murray Blvd.-S.W. Walker Rd.

Unit (if appl)

County Washington

City Beaverton

Highway Tualatin Valley Highway

State Hwy. No. 8

Termini: M.P.(if appl)

Length 2.4 miles

Region 1

Construction Estimate $332,000 (E-4)
Program Amount

B. Purpose of Project: To provide specific improvements in safety, traffic flow, and transit operation for this corridor.

C. Origin & History of Project: A series of problems consisting of severe peak hour travel time delays at signalized intersections, a high accident rate, poor transit waiting facilities, difficult access to downtown Beaverton, and air quality deterioration have been identified in this corridor by local neighborhood and community groups through the City of Beaverton. These problems were evaluated by the CRAG TSM Task Force and the following TSM improvement objectives were identified:

- Improve the regional traffic handling capacity of Canyon/TV Highway.
- Improve local circulation utilizing Canyon/TV Highway and reduce (cont'd p.1A)

D. General Description of Project: The proposed project contains the following elements:

A) Provide a computerized signal intertie system between Walker Rd. & Murray Blvd.

B) Upgrade the existing signals at Hocken & Murray Blvd. to include additional phasing in order to reduce conflicts between left-turning vehicles and oncoming traffic.

C) Widen and provide channelization and lane control signing for Oregon 217

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 4 ; Med/ Yes ; Shldrs. ____; Parking ______

Proposed: No. Lanes 4 ; Med. Yes ; Shldrs. ____; Parking ______

Traffic: Existing Facility: Existing ADT 20,200 30,800-to; Projected ADT ______; Yr. ____

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ____

Projected Level of Service ______

734-3953 (10-75)

IC. Origin and History of Project (cont'd)

conflicts between local access vehicles and through vehicles.

- Reduce the occurrence of traffic accidents.
- Increase modal split in the corridor through transit service and facility improvements and also improve ride sharing provisions.
- Enhance air quality in the corridor.

The elements of this project are intended to respond to these objectives and were recommended by the task force.

ID. General Description of Project (cont'd)

frontage road and ramps, both north and eastbound.

D. Provide sidewalk and/or paved transit passenger waiting areas. Possibly install bus shelters at all major intersections and at other important traffic generators along the corridor in order to increase transit patronage and concentrate passengers hence, reduce average number of stops.

E. Provide a park-and-ride lot at some selected site to be determined. Presently there are a number of autos parking in the vicinity of 198th Avenue and TV Highway and utilizing Route #57. The Corridor is also impacted by the Beaverton Park and Ride lot, one of the most successful lots in the region indicating that a high demand for adequate park-and-ride facilities exists along TV Highway.

The park-and-ride lot would increase transit ridership and decrease peak hour congestion in the corridor.

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels To be determined (TBD)

Acres TBD; Type of Relocation Req. TBD; No. TBD

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

Possible improvements to existing ramps.

Brief Description of River or Stream and Type of Involvement, if any:

No involvement expected.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

To be determined

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project area is entirely urbanized and heavily congested with auto oriented activity.

2. Cultural:

Land use in the corridor is largely strip commercial development predominated by businesses involved in auto sales, parts, and repair. Fast food stores, small shopping clusters, and variety stores are also evident. A regional Fred Meyer store is planned for the area immediately west of 217 and south of Canyon Road. Confusion and congestion characterize the area's traffic setting, created by awkward street patterns, large traffic volumes, frequent and poorly planned curb cuts, and a concentration of auto oriented businesses. Four regional state highways (Nos. 217, 8, 208, & 10) converse and interconnect in the project area causing conflict between a considerable number of through trips and local traffic.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: N/A

   To be determined

2. Estimated Impact on Traffic Patterns:

   Improve flow and safety.
   Possible increase in modal split.

   Consequences--Air Quality, Noise, Safety, etc:

3. Estimated Impact on Land Use:

   To be determined

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   The area is completely urbanized.
   No significant impacts are expected.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   To be determined.

   Consequences:

6. **Preliminary Identification of Areas of Critical Concern:**

To be determined

7. **Potential for Controversial Issues:**

To be determined

8. **Potential for Consistency of Proposal With:**

a. **Clean Air Implementation Plans**

The project is expected to result in improved traffic flow and increased transit use, therefore, having a positive impact on air quality. The need for an I.S.P.A. may be negotiable.

b. **Noise Standards**

A noise study report will be required.

c. **Water Quality Standards**

No significant impact on water quality is expected.

d. **Area Land Use and Transportation Plans, and Zoning**

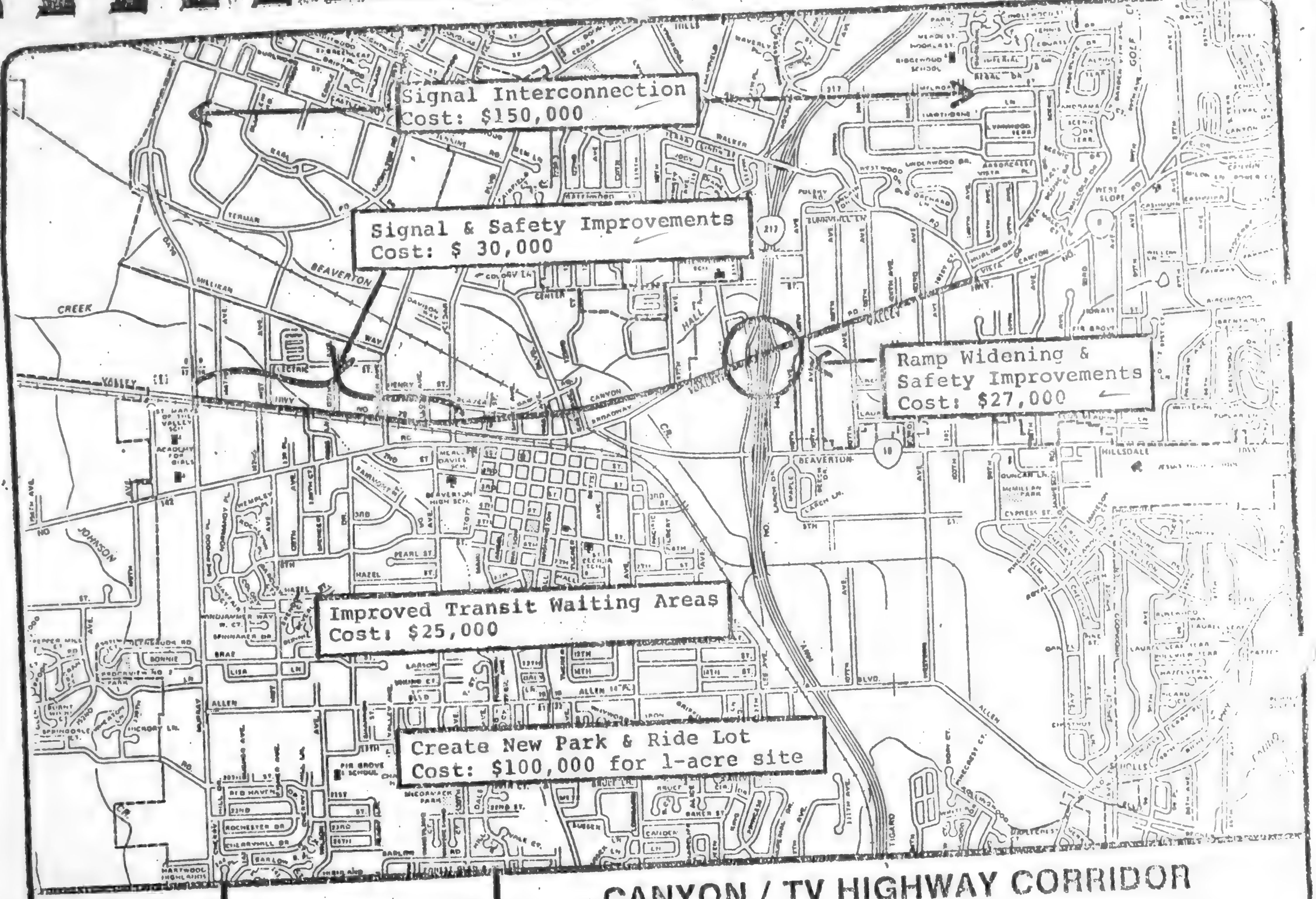
This project is consistent with the existing land use.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION	-----------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	_X_ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
The action that is appropriate for this project cannot be determined on the basis of the limited information available at this time. A Negative Declaration will permit another opportunity to evaluate the impacts of this project when it has been better defined during preliminary engineering.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



Signal Interconnection
Cost: $150,000

Signal & Safety Improvements
Cost: $ 30,000

Ramp Widening &
Safety Improvements
Cost: $27,000

Improved Transit Waiting Areas
Cost: $25,000

Create New Park & Ride Lot
Cost: $100,000 for 1-acre site

CRAG

0 1/4 1/2
Mile

N

CANYON / TV HIGHWAY CORRIDOR

TERMINI: MURRAY ROAD TO WALKER ROAD

LENGTH: 2.4 MILES

TOTAL COST OF TSM STRATEGY: $332,000

9201

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

August 9, 1978

Mr. Jon Rose
Regional Federal Aid Engineer
ODOT
5821 N.E. Glisan
Portland, Oregon 97213

Dear Jon:

Enclosed are requests for three Federal Aid projects to be funded under Mt. Hood Freeway Transfer Funds, Category V. Resolutions from the Beaverton City Council are also enclosed endorsing the projects and pledging the local match of 14%.

If there are any questions, my number is 644-2191, Ext. 274.

Very truly yours,

Michael Odom

Michael Odom
Traffic Engineer

MO:tw

Enclosures

MA PDM PDE TSE SPC
ODOT - METRO
AUG 14 1978
AM PPS

MAX —
Please review and prepare a complete request package.

1980 Dundee/Newberg Rd. @ 9209
SPRR Xing Sec. of county rds. N.
of Dundee. (Grad & Pav.)

RR 973 9/23/80, 4/23/79
C&A 7/80 3/7/80, 2/26/80

9507

STATE COPY 5

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
8-210 & 211

PROJECT REPORT NUMBER

MODIFICATION NUMBER
4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-30-83

State
OREGON

County
YAMHILL

Project Number
RRO-RRS-000S(37)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 223,516.00	$ 227,000.00
	185,056.25 (685)	201,992.47 (685)
Federal funds	$ 16,107.75 (138)	$ 2,306.53 (138)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs, and to increase Appn Code 685 funds to prevent lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of August, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Lary A. Pitt

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 26, 1983

FEDERAL AID PROJECT NO. RRO-RRS-000S(37)

SPRR X'ING @ DUNDEE-NEWBERG RD. SECTION
COUNTY ROAD IN YAMHILL COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.			
Preliminary Engineering	All Required		$ 5,700.00
TYPE CODE Y018 RAILROAD SIGNAL & GATES			
Total same as previous estimate of 9-12-80, 9-28-81, 11-2-82 & 1-11-83			$ 54,316.00
TYPE CODE ROW			
Total same as previous estimte of 9-12-80, 9-28-81, 11-2-82 & 1-11-83			$ 21,500.00
TYPE CODE Y008			
Subtotal of previous estimate of September 12, 1980			$124,825.40
PREVIOUS ESTIMATE			
1 1/2"-0 Aggregate Base	2,500 Ton	7.29	$ 18,225.00
REVISED ESTIMATE			
1 1/2"-0 Aggregate Base	2,855 Ton	7.29	$ 20,812.95
	Increase		$ 2,587.95
	SUBTOTAL		$127,413.35
	Engineering		18,070.65
	TOTAL		$145,484.00

Length of Project --------------- 0.0 mile

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	PUC FUNDS
P.E.	685	$ 5,700.00	$ 5,130.00	$ 570.00
Railroad Signal & Gates	685	54,316.00	48,884.00	5,432.00
ROW	685	21,500.00	19,350.00	2,150.00
Roadway	685	142,921.00	128,628.47	14,292.05
Roadway	138	2,563.00	2,306.53	256.35
TOTALS		$227,000.00	$204,299.00	$22,700.40

Group 1: 39% Group 2: 61%
Contract No. 9209
Prefix: 236-1954
Prefix: 236-1086
Prefix: 236-1082 RR
Prefix: 236-2515

RHZ:pf

9209

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 4-178 + 179		County Yamhill
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-28-83	Project Number RRO-RRS-000S(37)
MODIFICATION NUMBER 5		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 19, 19 79,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 223,516.00	$ 223,516.00
Federal funds	173,891.27 (685) $ 27,272.73 (138)	185,056.25 (685) $ 16,107.75 (138)
Other revisions		

This modification is made for the following reasons: to increase Appn Code 685 funds to prevent lapse and decrease Appn Code 138 funds in an equal amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of April, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

for: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 29, 1983

Federal-Aid Project
No. RRO-RRS-000S(37)

SPRR X'ing @ Dundee-Newberg Rd.Section
County Road in Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,700.00

Type Code Y018
Railroad Signal & Gates

Total same as previous estimates of 9-12-80, 9-28-81, 11-2-82 & 1-11-83 $ 54,316.00

Type Code ROW

Total same as previous estimates of 9-12-80, 9-28-81, 11-2-82 & 1-11-83 $ 21,500.00

Type Code Y008

Total same as previous estimates of 9-12-80, 9-28-81, 11-2-82 & 1-11-83 $ 142,000.00

Length of Project --------- 0.0 mile

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	PUC Funds
P.E.	685	$ 5,700.00	$ 5,130.00	$ 570.00
Railroad Signal & Gates	685	54,316.00	48,884.00	5,432.00
ROW	685	21,500.00	19,350.00	2,150.00
Roadway	685	124,102.50	111,692.25	12,410.25
Roadway	138	17,897.50	16,107.75	1,789.75
Totals		$ 223,516.00	$ 201,164.00	$ 22,352.00

Group 1 39%; Group 2 61%
Contract No. 9209
Prefix: 236-1954
236-1086
236-1082 RR
236-2515

STATE COPY B

9209

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	1-157 + 158
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-18-83

State: Oregon
County: Yamhill
Project Number: RRO-RRS-000S(37)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$223,516.00	$223,516.00
Federal funds	$ 157,813.95 (685) 43,350.05 (138)	$ 173,891.27 (685) 27,272.73 ((138)
Other revisions		

This modification is made for the following reasons: to increase Appn Code 685 funds to prevent lapse and decrease Appn Code 138 funds in an equal amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of January, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D C Swan

Acting Program Manager
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 11, 1983

Federal-Aid Project
No. RRO-RRS-000S(37)

SPRR X'ing @ Dundee-Newberg Rd. Section
County Road in Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,700.00

Type Code Y018
Railroad Signal & Gates

Total same as previous estimates of 9-12-80, 9-28-81 & 11-2-82	$ 54,316.00

Type Code ROW

Total the same as previous estimates of 9-12-80, 9-28-81 & 11-2-82	$ 21,500.00

Type Code Y008

Total same as previous estimates of 9-12-80, 9-28-82 & 11-2-82	$142,000.00

Length of Project ------- 0.0 mile

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	PUC Funds
P.E.	685	$ 5,700.00	$ 5,130.00	$ 570.00
Railroad Signal & Gates	685	54,316.00	48,884.00	5,432.00
ROW	685	21,500.00	19,350.00	2,150.00
Roadway	685	111,697.00	100,527.27	11,169.73
Roadway	138	30,303.00	27,272.73	3,030.27
Totals		$223,516.00	$201,164.00	$22,352.00

Group 1 39% Group 2 61%
Contract No. 9209
Prefix: 236-1954
236-1086
236-1082 RR
236-2515

9209

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-1 & 2 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 11-2-82 **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Yamhill Project Number RRO-RRS-000S(37)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 223,516.00	$ 223,516.00
Federal funds	157,784.00 685 $ 43,380.00 138	157,813.95 685 $ 43,350.05 138
Other revisions		

This modification is made for the following reasons: to increase Appn Code 685 funds to prevent lapse and decrease Appn Code 138 funds in an equal amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of November, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon November 2, 1982

Federal-Aid Project
No. RRO-RRS-000S(37)

SPRR X'ing @ Dundee-Newberg Rd. Section
County Road in Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering All Required $ 5,700.00

Type Code Y018
Railroad Signal & Gates

Total same as previous estimates of 9-12-80 & 9-28-81 $ 54,316.00

Type Code ROW
Right-of-Way

Total same as previous estimates of 9-12-80 & 9-28-81 $ 21,500.00

Type Code Y008

Total same as previous estimates of 9-12-80 & 9-28-81 $142,000.00

Length of Project -------- 0.0 mile

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Fed. Funds	PUC Funds
P.E.	685	$ 5,700.00	$ 5,130.00	$ 570.00
Railroad Sig. & Gate	685	54,316.00	48,884.00	5,432.00
ROW	685	21,500.00	19,350.00	2,150.00
Roadway	685	93,833.28	84,449.95	9,383.33
Roadway	138	48,166.72	43,350.05	4,816.67
TOTALS		$223,516.00	$201,164.00	$22,352.00

Group 1 39% Group 2 61%
Contract No. 9209
Prefix: 236-1954
236-1086
236-1082 RR
236-2515

9209

FILE COPY L.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	to Oregon
MONTHLY TRANSACTION NUMBER 9-390 + 391		County Yamhill
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-29-81	Project Number RRO-RRS-000S(37)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 223,516.00 ~~122,784.00(685)~~	$ 223,516.00 ~~157,784.00(685)~~
Federal funds	$ 78,380.00(138)	$ 43,380.00(138)
Other revisions		

This modification is made for the following reasons: To increase Appn Code 685 funds to prevent lapse and decrease Appn Code 138 funds in an equal amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of September, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highw[illegible] Division
Salem, Oregon September 28, 1981

Federal Aid Project
No. RRO-RRS-000S(37)

SPRR X'ing @ Dundee-Newberg Rd. Section
County Road in Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,700.00

Type Code Y018
Railroad Signal & Gates

Total same as previous estimate of September 12, 1980	$ 54,316.00

Type Code ROW

Total same as previous estimate of September 12, 1980	$ 21,500.00

Type Code Y008

Total same as previous estimate of September 12, 1980	$142,000.00

Length of Project --------- 0.0 miles

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Fed. Funds	PUC Funds
P.E.	685	$ 5,700.00	$ 5,130.00	$ 570.00
Railroad Signal & Gates	685	54,316.00	48,884.00	5,432.00
ROW	685	21,500.00	19,350.00	2,150.00
Roadway	685	93,800.00	84,420.00	9,380.00
Roadway	138	48,200.00	43,380.00	4,820.00
TOTAL		$223,516.00	$201,164.00	$22,352.00

Group 1-39% Group 2-61%
Contract No. 9209
Prefix: 236-1954
236-1986
236-1082 (RR)
236-2515

9204

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12 - 223 PROJECT REPORT NUMBER MODIFICATION NUMBER	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11/21/80	ate Oregon County Yamhill Project Number RRO-RRS-000S(37)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 55,316.00	$ 223,516.00
Federal funds	$ 49,784.00	$ 201,164.00
Other revisions		

This modification is made for the following reasons: to add Construction Phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of November, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

File

Oregon State Highway Division
Salem, Oregon, September 12, 1980

Federal Aid Project
No. RRO-RRS-000S(37)

SPRR Xing @ Dundee-Newberg Rd. Section
County Road in Yamhill County

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 5,700.00

Type Code Y018
Railroad Signal & Gates

Work by Railroad Forces (SFO #1)	All Required		$ 46,345.00
Work by State Forces (SFO #2)	All Required		3,540.00
	Subtotal		$ 49,885.00
	Engineering		4,431.00
	Total		$ 54,316.00

Type Code ROW

Right of Way	All Required		$ 20,000.00
	Subtotal		$ 20,000.00
	Acquisition Expense		$ 1,500.00
	Total		$ 21,500.00

Type Code Y008
Roadway

Mobilization	All Required		$ 6,400.00
Temporary Protection and Direction of Traffic	All Required		900.00
Temporary Signs	221 Sq.Ft.	9.46	2,090.66
Temporary Barricades	12 Each	100.00	1,200.00
Temporary Continuous Rail Traffic, Barriers, Reflectorized	525 Lin.Ft.	9.72	5,103.00
Flagmen	400 Hour	22.68	9,072.00
Clearing and Grubbing	All Required		5,601.96
Removal of Structures and Obstructions	All Required		4,833.22
Excavation	3,110 Cy.Yd.	4.04	12,564.40
Finishing Roadbed and Slopes	All Required		4,435.56
Watering	75 M-Gal.	43.90	3,292.50
1-1/2" - 0 Aggregate Base	2,500 Ton	7.290	18,225.00
3/4" - 0 Aggregate Base	550 Ton	7.29	4,009.50
Class "B" of Class "C" Asphalt Concrete	850 Ton	27.00	22,950.00
18-inch Culvert Pipe	184 Lin.Ft.	18.00	3,312.00
Guard Rail, Type 2	100 Lin.Ft.	17.28	1,728.00

Guard Rail, Type 3	50 Lin.Ft.	33.48	1,674.00
Guard Rail Anchors, Type 1	2 Each	378.00	756.00
Rail End Pieces, Type B	2 Each	48.60	97.20
Rail End Pieces, Type C	2 Each	97.20	194.40
Extra for Asphalt Approaches	2 Each	250.00	500.00
Fixed Barricade	2 Each	1,188.00	2.376.00
Street Barricade	1 Each	810.00	810.00
Wood Sign Posts	All Required		350.00
Advance Warning Signs	All Required		5,050.00
			$117,525.40

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Railroad Protective Cost	All Required	6,300.00
		$ 7,300.00
	Subtotal	$124,825.40
	Engineering	17,174.60
	Total	$142,000.00

Length of Project . . . . 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Roadside Seeding and Mulching	All Required	$ 500.00
Permanent Signing	All Required	450.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State PUC Funds
Preliminary Engineering	685	$ 5,700.00	$ 5,130.00	$ 570.00
Railroad, Signal & Gates	685	54,316.00	48,884.00	5,432.00
Right of Way	685	21,500.00	19,350.00	2,150.00
Roadway	685	54,911.00	49,420.00	5,491.00
Roadway	138	87,089.00	78,380.00	8,709.00
Total		$223,516.00	$201,164.00	$22,352.00

Group 1 39%; Group 2 61%
Contract No. 9209
Prefix No. 236-1954
Prefix No. 236-1086
Prefix No. 236-1082 R.R.
Prefix No. 236-2515

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-175	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-19-79	te Oregon County Yamhill Project No. RRO-000S(37)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., SPRR Xing 0.1 mi. E. of ECL Dundee

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-2-77	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	3-14-79	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 55,316.00	FEDERAL FUNDS $ 49,784.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 6-19-79

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon June 1, 1979

Federal Aid Project
No. RRO-000S(37)

SPRR Xing @ Dundee-Newberg Road Section
County Road in Yamhill County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required	$ 1,000.00
Type Code Y018 Railroad Signal & Gates		
Work by Railroad Forces (SFO#1)	All Required	$46,345.00
Work by State Forces (SFO#2)		3,540.00
	Subtotal	$49,885.00
	Engineering	4,431.00
	Total	$54,316.00

Length of Project. . . . . 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State (PUC) Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Railroad Signal Gates	54,316.00	48,884.00	5,432.00
Total	$55,316.00	$49,784.00	$ 5,532.00

Group 1 - 100%
Prefix

209 File R.

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9209

December 18, 1981

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
#9209

Gentlemen:

On December 11, 1981, we wrote to you concerning release of final payment on Contract No. 9209 awarded to Kizer Excavating Co. for work on the Dundee/Newberg Road at SPRR Crossing in Yamhill County.

Final payment on this contract is $2,591.94 and the total contract amount is $120,916.68. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Kizer Excavating Co.
3765 Riverside Drive
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

1244-

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Dundee/Newberg Rd. @ SPRR Xing.	WEEK ENDING 10/10/81
		SECTION PREFIX 236-1086
	HIGHWAY County Road	COUNTY Yamhill
NAME OF JOB Dundee/Newberg Rd. @ SPRR Xing.	KIND OF WORK Grading & Paving	
CONTRACTOR Kizer Excavating Co.	CONTRACT NUMBER 9209	FEDERAL AID PROJECT NUMBER RRO-RRS-000S(37)
DATE OF CONTRACT 11-13-80	DATE WORK STARTED 1/5/81	ESTIMATED COMPLETION DATE 8-6-81
AVERAGE FORCE ON PROJECT FOR THE WEEK	Calendar WORK DAYS 160 + 11	WORK DAYS USED 164
MEN: SUPERVISION	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 96
PROJECT AUTHORIZATION $ 190,095.93		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $ 175,022.24	ENGINEERING AUTHORIZATION $ 15,073.69	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 167,485.40	ENGINEERING COST TO DATE $ 18,500	DATE PROJECT WAS COMPLETED: 8/6/81
ESTIMATED PERCENT: OVERRUN UNDERRUN ← 4½ %	PERCENT OF AUTHORIZATION 123 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
(----------	----------------	----100%---	------------------------	----------)	-------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,110 C.Y.	3,050 ton			850 tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3475	3375			850
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	**************			PROJECT COMPLETED
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				

ASHE K
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RECEIVED
OCT 13 1981
CONSTRUCTION BRANCH
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 8/6/81

SEMI-FINAL COMPELETED, SUBMITTED TO REGION II 10/8/81

THIRD NOTIFICATION 10/4/81

LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM

WARREN E MUELLER RES. ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

9209

10-8-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
RRO-RRS-000S(37)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
70599-20

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/27/81

8. FEDERAL ROUTE NUMBER
Non Federal Aid

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
SPRR X'ing at Dundee/Newberg Road

11. GENERAL DESCRIPTION OF WORK
Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/27/81 as requested in Mr. Keasey's letter of 9/21/81 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 5 representing work by Yamhill County Forces is approved for a TEC of $450 Federal Funds $405.

RECEIVED
STATE HWY
OCT 15 '81
REFER TO Mechling
FOR

orig 10-16

14. DATE
10/8/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hoesner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9209

L

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

RECEIVED
STATE HWY ENGR
AUG 7 '81
REFER TO
FOR
Info Imms R/O D/R Sgn Act File

August 7, 1981

CON 5 #9209

Kizer Excavating Company
3765 Riverside Drive
McMinnville, OR 97128

Re: Time Extension Request
Dundee/Newberg Rd. @ SPRR Xing
FAP No. RRO-RRS-000S(37)
Contract No. 9209

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. Your request was based upon weather, a design change increasing embankment quantities and railroad delays.

The rain and resultant wet soil condition during the period March 1 to June 30, 1981, is considered to be "reasonably predictable" and in accord with Section 108.09 of the Standard Specifications no additional contract time is allowed.

The design change which increased the embankment work also reduced other work related to the grading. The net result was no delay to project completion and no additional contract time is allowed. However, the added and/or extra work performed under Price Agreements 1 and 4 did require additional time and a contract time extension of 11 calendar workdays is granted for performance of this work.

The completion of work by the railroad did not delay project completion and no additional contract time is allowed for this item.

Should you desire to provide additional data for consideration, or if you wish a more detailed review of this matter, please contact Resident Engineer Mueller.

Sincerely,

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
Warren Mueller "
FHWA "
Robert Church

Form 734-3123

236-1086

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: August 3, 1981

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Dundee/Newberg Rd. @ SPRR Xing
Yamhill Co. Rds. 79,119, 179
Contract 9209

ASHE	RECEIVED	OAL
CAE		CA
FOE	AUG 5 1981	LE
QCE		TC
SCS	CONSTRUCTION	FE
EEO	BRANCH	CP

Kizer Excavating Company in the attached formal request asks that we increase the originally authorized 160 calendar work days (cwd) by 30 cwd to 190 cwd. They support their request with the consent of their surety, United States Fidelity & Guarantee Company with the support of a certified copy of a General Power of Attorney on behalf of John A. Martin. They also attach rainfall records from McMinnville station KCYX.

Resident Engineer Warren Mueller in his attached July 14 letter analyzes the three reasons given by the contractor and concludes the requested 30 cwd as reasonable and recommends such an extension.

This office, though, reviewed the matter and came to the following conclusion with Mr. Mueller's office:

1. Weather: The 24 year record rainfall in June does not constitute an act of God as defined in specification 109.02 or as required in 108.08 (b-1). It was reasonably predictable as described in 108.09 to the extent that it will happen every 24 years. It certainly didn't facilitate this project and created difficult scheduling problems. Additional time not recommended.

2. Design changes: Price agreement No. 1 added $4,976.50 of drainage work to the project prorated against the contract amount of $117,525.40 for 160 cwd extrapolates to 7 cwd. The soft subgrade corrected under P.A. No. 4 took 3 workdays to correct or 4 cwd. Embankment quantities did increase and apparently waste quantities reduced somewhat equal amounts. Finishing of skinny fills or a natural subgrade takes about the same amount of time. Therefore, additional time to grade is not recommended. In total, 11 cwd are recommended for ordered extra work.

Continued...

3. Railroad conflicts: The Railroad didn't expedite their work on this project and didn't help to complete it on time. However, the contractor had other work he could perform up to June 24, the date the Railroad completed their track work. Because the contractor should be able to complete the project with the added time recommended under item 2 above, no time is recommended for railroad conflicts.

Region, with the concurrence of the Resident Engineer recommends 11 cwd be granted. This extends the projects to Aug. 13 which should be ample time within which to complete the project.

GW/rgb
cc: Warren Mueller

8-6-81

CTK -

Recommend as follows:

① Rain from March 1 to June 30.
Recommend no additional contract time. Rain and wet soil conditions are certainly "reasonably predictable" for this area in this time period. The fact that heavy rain did occur in June is not of particular significance. Probably more pertinent is number of days of rainfall during the entire winter season and the cumulative effect of soil saturation. The facts are that, even though June rainfall was heavy, the cumulative rainfall for January through June was approximately 4 inches below "normal" and hence the wet soil conditions were better than "reasonably predictable".

② Design changes.
Agree with Region. Recommend 11 cwD for work under P.A. #1 and P.A. # 4.

③ Railroad delay -
Agree with Region. Contract contains no finite time of completion of R.R. work. The project was apparently not delayed. Recommend no time for this

9209

October 23, 1980

DES

Yamhill County Board
  of Commissioners
Courthouse
McMinnville, Oregon 97128

Attn: Wanda Catt
      County Clerk

Gentlemen:

On October 23, 1980 the Highway Division received a satisfactory bid from Kaiser Excavating Co., 2195 N.E. Evans, McMinnville, Oregon 97128, Phone: 472-4919 for the Dundee/Newberg Road at SPRR X'ing Section.

Based on the contractors bid, we estimate the County's advance deposit to be:

Net Construction Authorization	$190,095.93
Less RR X'ing Costs	- 82,513.42
BALANCE	$107,582.51

County's Advance Deposit:

10% of $107,582.51 = $10,758.25 or say $10,760.00.

We will award the contract when we receive your advance deposit, which should be in this office no later than November 14, 1980.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 837: Region 2 Federal Aid Engineer, Phil Stearns
Vern Skoog - Please return completed AD # 827 when advance deposit is received.

STATE OF OREGON

Railroad & Utilities
DEPT.

378-6511
TELEPHONE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 15, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

RD Trygstad

SUBJECT: SXF: 1198
CROSSING NO: P-746.9 (NEW)
P-746.8 (OLD)

BUILDING

Attached is a copy of Order No. 80-755 issued by the Public Utility Commissioner on October 10, 1980, relative to the above subject matter.

RDT/vlw
Attach.

cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Warren Mueller
R. Kuehn
C. O. Fredrickson
R. P. Hamilton
J. L. Sollis
Bob Judson

RECEIVED
STATE HWY ENGR
OCT 16 '80
REFER TO
FOR
Info Inver R/D D.R Sign Act File

ORDER NO. 80-755

ENTERED October 10, 1980

NEW PUC CROSSING NO. P-746.9

OLD PUC CROSSING NO. P-746.8
DOT CROSSING NO. 754 045 P

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1198

In the Matter of the Investigation on)
the Commissioner's own Motion, pursu-)
ant to ORS 763.030, into the need for)
safety improvements at the railroad-)
highway grade crossing of County Road) ORDER
No. 119 and the tracks and right-of-)
way of Southern Pacific Transportation)
Company, Newberg Branch, near Dundee,)
Yamhill County, Oregon.)

By PUC Order No. 80-653, entered August 29, 1980, a formal proceeding was instituted to effect certain alterations at the existing railroad-highway grade crossing of County Road No. 119, a road under the jurisdiction of Yamhill County, and the main track and right-of-way of Southern Pacific Transportation Company, Newberg Branch, near Dundee, Yamhill County, Oregon.

A mutual agreement by all parties in interest to the alterations set forth herein has been reached. The parties in interest in this matter were set forth in Order No.80-653.

Today, County Road No. 119 is a road 20 feet in width, consisting of two 9-foot paved travel lanes and two 1-foot gravel shoulders. Protection at the crossing consists of crossbucks. The road lies in a general northeast-southwest orientation. Southerly of the grade crossing the road makes an abrupt right turn to intersect the railroad track. The railroad intersects the road at an angle of approximately 45 degrees. County Road No. 179 joins County Road No. 119 on the curved southerly approach to the crossing approximately 60 feet from the track. Road 119 terminates approximately

RECEIVED
OCT 15 1980
RR & UTILITY UNIT

50 feet northerly of the crossing at a "T" intersection with a frontage road (former Pacific Hwy. 99W), which tends to parallel the track on its northerly side. The present average daily traffic volume on Road No. 119 is 627 vehicles. There have been two reported train-vehicle accidents at this crossing in the past ten years, resulting in one injury.

It is proposed to relocate the existing crossing approximately 250 feet to the northeast. The relocated road will be extended to an intersection with Highway 99W (approximately 180 feet northerly of the crossing). The existing frontage road will be closed easterly of the relocated road. The intersection of Road No. 179 with Road No. 119 will be approximately 100 feet southerly of the crossing. The relocated road will be 34 feet in width, consisting of two 6-foot paved bicycle lanes and two 11-foot paved travel lanes. The road will intersect the track at an angle of 80 degrees. The southerly approach to the crossing will continue to be curved. Yamhill County has improved the roadway shoulders from gravel to pavement and changed their use to bicycle lanes subsequent to the on-site meeting of all parties held on October 11, 1979.

It is further proposed to install flashing lights and automatic gates as protective devices at the relocated grade crossing. A train-activated advance warning sign will be located on the southerly (easterly) approach to the crossing to provide additional warning to motorists.

The proposed installation of automatic protective devices will provide improved warning to motorists and pedestrians of railroad movements.

Due consideration has been given to all representations and responses in this proceeding. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the signalization proposed herein is required by the public safety, convenience and general welfare, and that it is appropriate to authorize expenditure of funds from the Grade Crossing Protection Account as provided by ORS 763.270, in the amount agreed upon by the parties.

Based upon the investigation, the on-site meeting, and files of the Commissioner, it is found that the crossing should be altered as ordered below.

IT IS THEREFORE ORDERED that:

1. The subject grade crossing shall be relocated to a point approximately 250 feet northeasterly of its present location and altered as ordered herein. The relocated crossing shall not be opened until the protective devices herein are installed and operational.

2. The existing grade crossing of County Road 119, No. P-746.8, shall be closed and barricaded immediately upon the opening of the relocated crossing. The permanent barricades ordered herein shall be erected and crossing material removed from crossing No. P-746.8 as soon as possible after the opening of the relocated crossing to public use. All work will be completed within 30 days of its closure.

3. Yamhill County shall:

   a. Construct that portion of the relocated crossing lying outside lines drawn two feet outside each rail to accommodate a paved roadway 34 feet in width, consisting of two 11-foot travel lanes and two 6-foot bicycle lanes, and bear 10 percent of the cost thereof;

   b. Subject to reimbursement as provided herein, furnish and install a modified rural-type guardrail with a runout approximately 36 feet in length adjacent to the set of signals in the southwest quadrant of the crossing and a modified rural-type guardrail with a runout approximately 60 feet in length adjacent to the set of signals in the northeast quadrant of the crossing. The face of the guardrail will be not less than 17 feet from the centerline of the roadway and the runouts will conform to the curvature of the road;

   c. Subject to reimbursement as provided herein, furnish and install a standard train-activated "PREPARE TO STOP WHEN LIGHTS FLASH" advance warning sign to be located approximately 310 feet in advance of the crossing on the southerly (easterly) approach to the crossing, said sign to be interconnected with the automatic protective devices at the crossing and to be activated by railroad movements;

d. Furnish and install permanent barricades at the existing grade crossing of County Road No. 119, crossing No. P-746.8, and bear 10 percent of the cost thereof;

e. Bear 10 percent of the cost of constructing that portion of the relocated crossing lying between lines drawn two feet outside each rail;

f. Bear 10 percent of the cost of removing all road and crossing material from between the rails and the railroad right-of-way at crossing No. P-746.8;

g. Furnish, install and maintain standard advance warning signs, advance warning pavement markings and bicycle lane identification markings on each roadway approach to the crossing, the advance warning sign on the southerly (easterly) approach to the crossing to be located approximately 210 feet from the track and bear all the cost thereof;

h. Furnish, install and maintain a stop clearance line on each side of the track at the crossing at a point one foot in advance of each automatic gate signal, and bear all the cost thereof; and

i. Maintain the barricades, guardrail and train-activated advance warning sign ordered herein and maintain that portion of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

4. Southern Pacific Transportation Company shall:

a. Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail to accommodate a roadway 34 feet in width;

b. Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gates at the crossing. Each set of signals shall be located not less than 23 feet from the centerline of the road. The gate arms shall extend to the centerline of the road and will be perpendicular to the road when lowered. When fully lowered the tip of the gate arm shall be not less than 10 feet from the centerline of track. Said signals will be activated by predictor-type devices;

c. Subject to reimbursement as provided herein, remove all road and crossing material from between the rails and the railroad right-of-way at crossing No. P-746.8; and

d. Maintain the automatic signalization and circuitry ordered herein and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

5. Each party shall notify the Commissioner upon completion of its portion of the project.

6. Oregon Department of Transportation, Highway Division shall, utilizing Title II federal funding, bear 90 percent of the cost of constructing the relocated crossing, and of furnishing and installing the automatic signalization, circuitry, guardrail, barricades, train-activated advance warning sign and of removing the roadway and crossing material at crossing No. P-746.8 as ordered herein.

7. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 10 percent of the cost of furnishing and

installing the automatic signalization, circuitry, guardrail and train-activated advance warning sign ordered in paragraphs 4.b., 3.b., and 3.c., above.

8. Upon completion of the work ordered in paragraphs 3.b., 3.c., and 4.a. above, Yamhill County; Oregon Department of Transportation, Highway Division; or Southern Pacific Transportation Company, whichever advances a share of the cost apportioned to the Grade Crossing Protection Account, shall present its claim for reimbursement for the Commissioner's approval. The best estimate of the cost of protective devices ordered herein is $65,000.

9. The investigation initiated by Order No.80-653 is hereby terminated.

Made, entered and effective 10/10/80.

JOHN J. LOBDELL
Public Utility Commissioner

pw/9002G6

92[illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-1-80

FEDERAL AID PROJECT NO. 0-RRS-000S(37)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70599-20

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-14

RECEIVED
STATE HWY ENGR
OCT 14 '80
REFER TO.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 9-10-80

DATE AUTHORIZATION EFFECTIVE 10-1-80

FEDERAL ROUTE NUMBER Non Federal aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

SP RR X'ing at Dundee/Newberg Road

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Permanent Pavement Striping SF $1,000
Railroad Protective Services 6,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's September 29, 1980, request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $150,950 - Federal Funds $135,899.

A signed copy of the Title Sheet is returned herewith.

(Increase Appn. Code 138 TEC $5,824 -Federal Funds $5,286.)

DATE 10-1-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities — DEPT 378-6511 — TELEPHONE

TO: Robert Gormsen
Manager, Commission Services

DATE: September 23, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Service Contract No. 79-2
Crossing No. P-746.80 - OLD
County Road No. 119 (Dundee/Newberg Rd.)
Yamhill County
ODOT Agreement No. RR-973
Pux 1198

~~MISC. CONTRACTS and~~ RAILROAD COMPANIES
~~AGREEMENTS No.~~ FILE No. 973

Attached is the State's fully-executed counterpart of an extension to Service Contract No. 79-2 between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division calling for the installation of grade crossing protection devices at the subject location.

RDT/vlw
Attach.

cc: G. L. Green - w/copy
C. T. Keasey - w/copy
J. B. Boyd
J. L. Sollis
V. E. Skoog - w/copy
Dick Bladorn - w/copy
D. E. Swan - w/2 copies
C. O. Fredrickson - w/copy
Warren Mueller - w/copy

4309

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-10-80

FEDERAL AID PROJECT NO. RO-RRS-000S(37)

STATE PROJECT NO. See below

FROM:
G L Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 70599-20

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 25 '80
REFER TO Moehring
FOR

9-25

DATE PS&E APPROVED 9/10/80

DATE AUTHORIZATION EFFECTIVE 9/10/80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

SPRR X'ing #P-746.80 at Dundee - Newberg Road

GENERAL DESCRIPTION OF WORK:

Program change and
grade, drain and pave for approach roadway

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9/8/80 letter I approve the program change adding appropriation code 138 and adding prefix letters RRS to the subject project. Also, as requested you are now authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $145,126 Federal Funds $130,613.

DATE 9/10/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-855

92C-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: SPTC Xing at Dundee/Newberg Rd

DATE: 9/9/80

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr.:C.O. Fredrickson
Dist.(3)Engr.:R.A. Kuehn

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8008 2 410

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

9309

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ROW 18-2

September 8, 1980

COULTER

Mr. Craig Reiley
Administrator
Rail Rate and Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF: 1198
Crossing No: P-746.9 (NEW)
P-746.8 (OLD)

Dear Craig:

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at the railroad-highway grade crossing of County Road No. 119 and the tracks and right of way of Southern Pacific Transportation Company, Newberg Branch, near Dundee, Yamhill County, Oregon.

I have reviewed the proposed final order for alterations at the subject grade crossing and have no objection to finalization of that order.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
SEP 9'80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

Section Dundee/Newberg Rd. at SFRR Xing. Programming Estimate $ 152,000

Highway County 8-22-80 Project Length -

County Yamhill Completion Time 160 CWD

Kind of Work Grading and Paving Est. Comp. Date July 31, '81

Prefix 236 - 1954 Letting Date Oct. 23, '80 Project No. RRO-0005(37)

ESTIMATED CONSTRUCTION AUTHORIZATION

(31,024)

Estimated Contract Amount . . . . $ 120,865 00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs	6,300 ✓	✓ at ( ) RR Xing costs
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	700	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching	500	$ 13,500 00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Northwest Natural Gas Co.	1,000	
Pacific Northwest Bell Telco.	5,000	

Subtotal	(37,324) $ 134,365 00 56
Contingencies (4-1/2%)	6,046 43 16
Engineering (8, [✓ 9,] 10%)	(2,259) 12,092 85
~~Subtotal~~	$
Credit for	
Estimated Net Authorization, Construction	$ 152,504 28

APPROVED

sent to Stearns for county ok on 8-22-80

Est RRxing — [illegible]

BALANCE $110,141.54

10% County Share $11,014.15

GON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2
Date Aug. 20, '80

ection Dundee/Newberg Rd. at SPRR X'ing
County Yamhill

ind Of Work Grading and Paving
Length -
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		25% All	All	(8%)	(2,250) 9,000-
Temporary Protection and Direction of Traffic		2?% All	All	-	(530) 2,639-
Temporary Signs		Sq. Ft.	50 221	6-	[illegible] 1,326-
Temporary Barricades		Each	4 12	125-	[illegible] 1,500-
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	[illegible] 525	6-	[illegible] 3,150-
Flagmen		Hour	80 400	24 50	(1,960) 9,800-
ROADWORK					
Clearing and Grubbing		20% All	All	-	(200) 1,000-
Removal of Structures and Obstructions		[illegible] All	All	-	(200) 1,000-
Excavation		[illegible] Cu. Yd.	3,110	7-	(4,354) 21,770
Finishing Roadbed and Slopes		[illegible] All	All	-	[illegible] 1,500
Watering		20% M-Gal.	75	10-	(15?) 750-
1½"-0 Aggregate Base		Ton	2,500	10-	[illegible] 25,000
¾"-0 Aggregate Base		Ton	550	10-	(1,1??) 5,500-
Class "B" or Class "C" Asphalt Concrete		Ton	850	30-	[illegible] 25,500
18-inch Culvert Pipe		Lin. Ft.	(92) 184	25-	(2,300) 4,600-
Guard Rail, Type 2		Lin. Ft.	100	15-	✓1,500-
Guard Rail, Type 3		Lin. Ft.	50 ~~38~~	40-	✓2,000-
Guard Rail Anchors, Type 1		Each	2 ~~3~~	350-	✓ 700-
Rail End Pieces, Type B		Each	2 ~~4~~	100-	✓ 200-
Rail End Pieces, Type C		Each	2	120-	✓ 240-

GON STATE HIGHWAY DIVISION
~~SUMMARY -- BID SCHEDULE~~ -COST ESTIMATE

Sheet 2 of 2
Date Aug. 5, '80

ction Dundee/Newberg Rd. at SPRR Xing
County Yamhill
nd Of Work Grading and Paving
Length -
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Extra for Asphalt Approaches		Each	2	200-	400-
Fixed Barricade		Each	2	500-	✓ 1,000-
Street Barricade		Each	1	500-	500-
Wood Sign Posts FMBM (0.03 @ $4000 = $120)		All	All	-	✓ 120-
Type "D" Signs in Place		Sq. Ft.	17	10^{00}	✓ 170-

Bm

Section Dundee/Newberg Rd. at SPRR Xing. Programming Estimate $ 153,000
Highway County Project Length –
County Yamhill Completion Time 160 CWD
Kind of Work Grading and Paving Est. Comp. Date July 31, '81
Prefix 236 - 1954 Letting Date Oct. 23, '80 Project No. RRO-000S(37)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 120,865 00

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	6,300
Other Railroad Costs	
✓ Permanent Signing	250
✓ Permanent Pavement Striping.	~~700~~ 1,000
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished	
✓ Roadside Seeding & Mulching	500
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	
Northwest Natural Gas Co.	1,000
Pacific Northwest Bell Telco.	5,000
. . . .	
. . . .	
. . . .	

$ 14,050 00 ~~13,500 00~~

Subtotal $ 134,915 20 ~~134,365~~ 00 18

Contingencies (4-1/2%) . . . . 6,071 43 ~~6,046~~ 35

Engineering (8, [✓ 9,] 10%) . . . . 12,142 85 ~~12,092~~

~~Subtotal~~ $

Credit for . . . .

Estimated Net Authorization, Construction . . . . ~~$152,504 28~~ 153,128 53

APPROVED

[illegible]EGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2
Date Aug. 20, '80

ection Dundee/Newberg Rd. at SPRR X'ing
County Yamhill
ind Of Work Grading and Paving
Length -
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(8%)	9,000-
Temporary Protection and Direction of Traffic		All	All	-	2,639-
Temporary Signs		Sq. Ft.	221	6-	1,326-
Temporary Barricades		Each	12	125-	1,500-
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	525	6-	3,150-
Flagmen		Hour	400	24⁵⁰	9,800-
ROADWORK					
Clearing and Grubbing		All	All	-	1,000-
Removal of Structures and Obstructions		All	All	-	1,000-
Excavation		Cu. Yd.	3,110	7-	21,770-
Finishing Roadbed and Slopes		All	All	-	1,500
Watering		M-Gal.	75	10-	750-
1½"-0 Aggregate Base		Ton	2,500	10-	25,000
¾"-0 Aggregate Base		Ton	550	10-	5,500-
Class "B" or Class "C" Asphalt Concrete		Ton	850	30-	25,500
18-inch Culvert Pipe		Lin. Ft.	184	25-	4,600-
Guard Rail, Type 2		Lin. Ft.	100	15-	1,500-
Guard Rail, Type 3		Lin. Ft.	50 ~~38~~	40-	2,000-
Guard Rail Anchors, Type 1		Each	2 ~~3~~	350-	700-
Rail End Pieces, Type B		Each	2 ~~4~~	100-	200-
Rail End Pieces, Type C		Each	2	120-	240-

OREGON STATE HIGHWAY DIVISION
~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE

Sheet 2 of 2
Date Aug. 5, '80

tion Dundee/Newberg Rd. at SPRR Xing
County Yamhill

nd Of Work Grading and Paving
Length -
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Extra for Asphalt Approaches		Each	2	200-	400-
Fixed Barricade		Each	2	500-	1,000-
Street Barricade		Each	1	500-	500-
Wood Sign Posts (0.03 FMBM @ $4000 = $120)		All	All	-	120-
Type "D" Signs in Place		Sq. Ft.	17	10^{00}	170-

Section Dundee, Newberg Rd. at SPRR Xing. Programming Estimate $ 15[illegible]

Highway [illegible] Project Length -

County Yamhill Completion Time 160 CWD

Kind of Work Grading and Paving Est. Comp. Date July 31, '81

Prefix 236 - 1954 Letting Date Oct. 23, '80 Project No. PRO-RRS-0005(37)

ESTIMATED CONSTRUCTION AUTHORIZATION

(35924)

Estimated Contract Amount . . . . $ 1[illegible]5,715 ~~[illegible]~~

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	6,300
Other Railroad Costs	
✓ Permanent Signing	450
✓ Permanent Pavement Striping.	1,000
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished	
✓ Roadside Seeding & Mulching	500
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	
Bikeway Signs	
Furnish Mailbox Posts	
Adjust Utilities:	
[illegible]	1,000
[illegible]	5,000
. . . .	
. . . .	
. . . .	

Revised 9-11-80
See new bid item Last Sheet.

RR xing costs (6300)

$ 14,250 00

Subtotal 48224 $ ~~125,[illegible]~~ 1[illegible]2,36[illegible]

1900

Contingencies (4-1/2%) . . . . 3800 ~~[illegible]~~ 2,[illegible]96 85

Engineering (8, (9), 10%) . . . . ~~[illegible]~~

Subtotal - $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ ~~[illegible]~~

15[illegible] 28

APPROVED

Est RR xing -47,924

~~[illegible]~~

110,936

10% county share 11,093

EGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2
Date Aug. 20, '80

cion Dundee/Newberg Rd. at SPRR X'ing
County Yamhill
nd Of Work Grading and Paving
Length -
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(8%)	9,000
Temporary Protection and Direction of Traffic		All	All	-	2,639-
Temporary Signs		Sq. Ft.	221	6-	1,326-
Temporary Barricades		Each	12	125-	1,500-
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	525	6-	3,150-
Flagmen		Hour	400	24 50	9,800
ROADWORK					
Clearing and Grubbing		All	All	-	1,000
Removal of Structures and Obstructions		All	All	-	1,000-
Excavation		Cu. Yd.	3,110	7-	21,770
Finishing Roadbed and Slopes		All	All	-	1,500
Watering		M-Gal.	75	10-	750-
1½"-0 Aggregate Base		Ton	2,500	10-	25,000
¾"-0 Aggregate Base		Ton	550	10-	5,500
Class "B" or Class "C" Asphalt Concrete		Ton	850	30-	25,500
18-inch Culvert Pipe		Lin. Ft.	184	25-	4,600
Guard Rail, Type 2		Lin. Ft.	100	15-	1,500
Guard Rail, Type 3		Lin. Ft.	50 ~~38~~	40-	2,000
Guard Rail Anchors, Type 1		Each	2 ~~2~~	350-	700
Rail End Pieces, Type B		Each	2 ~~4~~	100-	200
Rail End Pieces, Type C		Each	2	120-	240

OR ON STATE HIGHWAY DIVISION

~~SUMMARY -- BID SCHEDULE~~ -- COST ESTIMATE

Sheet 2 of 2

Date Aug. 5, '80

on Lundee / Newberg Rd. at SPRR Xing ✓

County Yamhill

d Of Work Grading and Paving

Length -

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Extra for Asphalt Approaches		Each	2	200-	400-
Fixed Barricade		Each	2	500-	1,000-
Street Barricade		Each	1	500-	500-
Wood Sign Posts (0.06 FMBM @ $4000 = $240)		All	All	-	240- ✓
~~Type "D" Signs in Place~~		~~Sq. Ft.~~	~~17~~	~~10.00~~	~~170-~~
Advance Warning Sign		All	All	-	(4,900) ✓

1209 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project ROS-000S(37)
Project Category Request
SPTC Xing at Dundee/Newberg Road
Yamhill County

Date: August 22, 1980

NOTED
E. S. HUNTER

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your August 6, 1980 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg II)

RECEIVED
TECHNICAL SERVICES
AUG 29 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (1/80)

9204

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project ROS-000S(37)
Project Category Request
SPTC Xing at Dundee/Newberg Road
County Road Highway
Yamhill County

Date: August 21, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2/OR

To: Mr. Gary A. Potter, Mgr, Environmental Section
Oregon State Highway Division

NOTED
E. S. HUNTER

The subject project category request submitted with your August 6, 1980 letter has been approved.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
G. L. Green
Division Administrator

G. L. Green

cc:
OSHD (Mr. Hunter, Tech Svcs)
OSHD (Region Environmentalist, Region II)

RECEIVED
TECHNICAL SERVICES
AUG 25 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-5

August 8, 1980

NOTED
H. S. COULTER

TO Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council of
Governments
400 Senator Bldg.
220 High St. NE
Salem, Oregon 97301

D E Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: SPTC X'ing at Dundee/Newberg Rd.
Highway: Yamhill Co. Rd.
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 19, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 2 Engr: C.O. Fredrickson
Dis. 3 Engr: R.A. Kuehn
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
AUG 11 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 SPTC X'ing at Dundee/Newberg Rd.	
11	12] PROJECT LOCATION—CITY Yamhill Co. Rd. PROJECT LOCATION—COUNTY Yamhill Co.	PROJECT LOCATION [79 SEC: T:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project is to construct a railroad grade crossing and install

06 12] railroad crossing signals and gates. A modified alignment of the existing [71

07 12] crossing is proposed to improve safety. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
54,000	------	6,000	-----	------	60,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: August 8, 1980

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH [42	43] DAY [44	45] YEAR [46
September	19	1980

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 8, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

RO - 30005(3

A. Project Identification:

Date August 6, 1980
Section SPTC Xing at Dundee/Newberg Rd.
City ______ Hwy. No. Off System
Highway County Road
Begin M.P. ______ Length *
County Yamhill
Program Estimate $60,000
Region II
Funding Source ______
(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to construct a railroad grade crossing and install railroad crossing signals and gates. A modified alignment of the existing crossing is proposed to improve safety.

C. Recommended Project Category and Documentation:

Project Category	Documentation
______1	Draft and Final EIS
______2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☒ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

In accordance with FHPM 7-7-2, paragraph 10(e), projects of this type are ordinarily considered to be non-major actions. No significant adverse impacts to the social, economic, or natural environment have been identified

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	
Median (Yes/No)	No	
Shoulders (Yes/No, Paved, Gravel)		
Average Daily Traffic (Volume/Year)	Not available	
Alignment (New, Combined, Existing)		Combined
Speeds (Posted/Estimated)		

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres 0.43 acres
Estimated Number of Parcels 4
Residential Relocation (No.) 0
Business Relocation (No.) 0

Three parcels of land have been purchased, the fourth has been optioned awaiting final payment. An easement for a railroad crossing will be required from the railroad company.

2. Estimated Impact on Land Use:

There would be no impacts to existing land use outside of the right of way. Improving the safety at the railroad crossing and adjacent road intersection is compatable with the Yamhill County Comprehensive Land Use Plan.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Traffic safety will be improved

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None involved

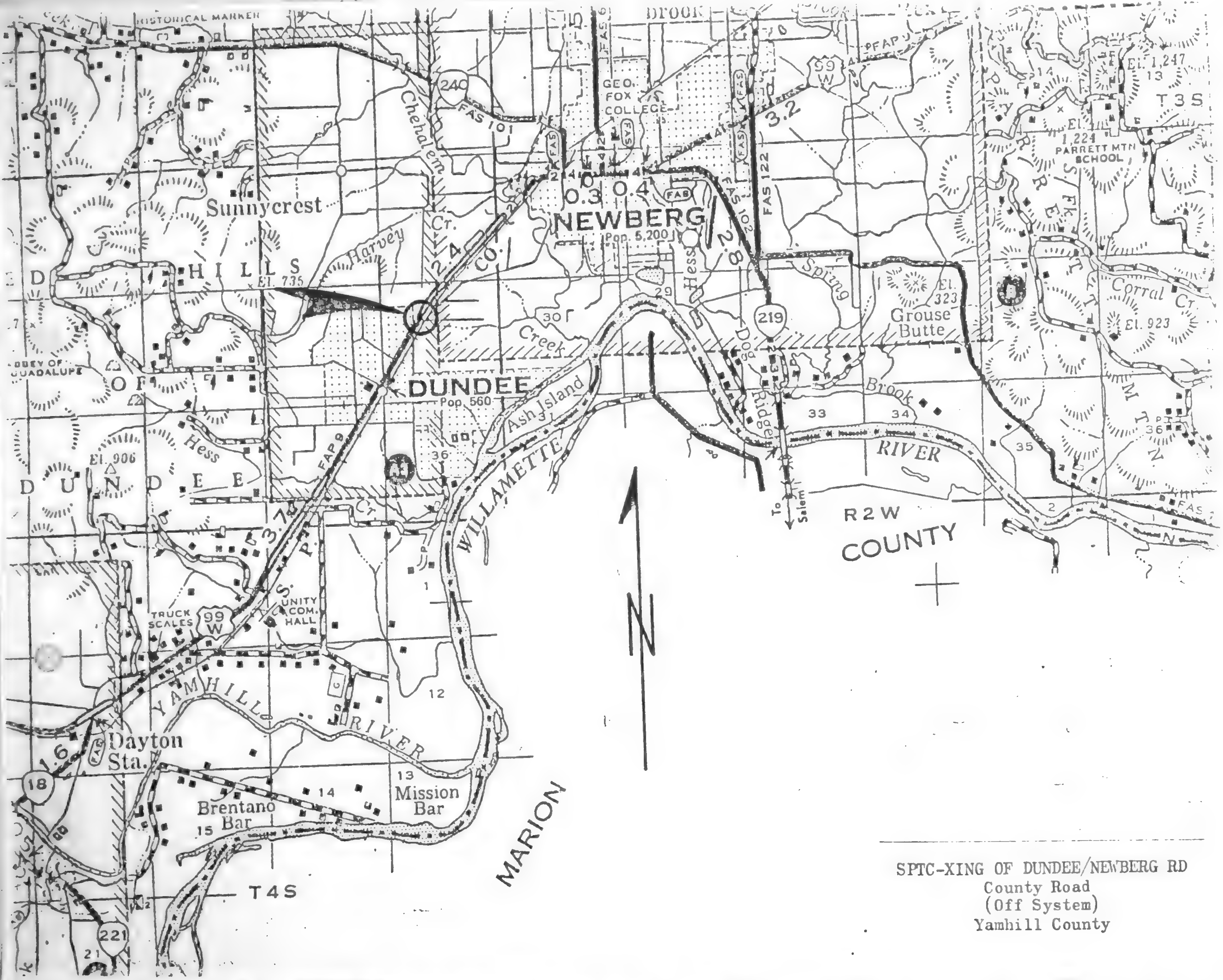
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None involved

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified

Name of Preparer and Phone Number: Eddie Welsh 378-2626


HISTORICAL MARKER
Sunnycrest
HILLS
EL. 735
ABBEY OF GUADALUPE
DUNDEE
Pop. 560
NEWBERG
Pop. 5,200
0.3
0.4
2.4
2.8
3.2
3.7
1.6
GEO. FOX COLLEGE
Chehalem Cr.
Harvey
Hess
Creek
Ash Island
WILLAMETTE
RIVER
Dog Ridge
Spring Brook
Grouse Butte
El. 323
El. 906
El. 923
El. 1,224
El. 1,247
PARRETT MTN SCHOOL
Corral Cr.
T3S
T4S
R2W
MARION COUNTY
To Salem
FAS 101
FAS 102
FAS 122
FAP 9
240
219
99 W
18
221
TRUCK SCALES
UNITY COM. HALL
YAMHILL RIVER
Dayton Sta.
Brentano Bar
Mission Bar
S. P.
CO.

SPTC-XING OF DUNDEE/NEWBERG RD
County Road
(Off System)
Yamhill County

7209

AGR

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division
DEPT.

TELEPHONE

TO: Jim Dixon
Region 2 Right of Way Supv.

DATE: March 7, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

MISC. CONTRACTS and AGREEMENTS No. 7180

SUBJECT: Services Agreement 152
Dundee/Newberg Rd.
Yamhill County

Attached is an original for the County and a copy of the subject agreement.

The project will be programmed.

AE
mp
Attach.

cc: Comm. Serv., w/orig.
Finance, w/c
Regional Engr., w/c
Local Gov't Programs, w/c
Description, w/c
Title, w/c

[illegible] Mar. report
3-17 [illegible] to Adele [illegible]

9309

February 26, 1980

Board of County Commissioners
Yamhill County
Courthouse
McMinnville, OR 97128

AGR 4

Attention: Wanda Catt
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7180

Gentlemen:

Attached for your records is a fully executed copy of an agreement for widening the Dundee-Newberg Road through the Southern Pacific Transportation Company railroad crossing.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att. conf.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50202	Oregon Education Association	$ 29,100.00
50701	Swan Lake Moulding Company	-0-
	2 Transactions	$ 29,100.00

(2) Agreement with Yamhill County for widening the Dundee-Newberg Road through the Southern Pacific Transportation Company railroad crossing. The project is eligible for funding under the Title II Safety Program. The County will provide all of the required local matching funds with no expense to State. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 4 day of February, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE 1-15-80

1309

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

12-11-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RRO-000S(37)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70599-20

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

1-8

RECEIVED
STATE HWY ENGR
JAN 7 '80
REFER TO [illegible]
FOR

Info	Inves	R/W	D.E.	S.20	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-11-79

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

SP RR X'ing #P746.80 at Dundee-Newberg Road

GENERAL DESCRIPTION OF WORK:

Program Change and Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of December 3, 1979, I approve the program change increasing the right of way costs to a TEC of $21,500 with Federal participation limited to $19,350. Also, as requested, you are authorized to proceed with the acquisition of files 50734, 50735, 50736, 50737 and 50738.

Federal participation is limited to that right of way actually incorporated into the final location.

DATE 12-11-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-918

9724

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RRO-000S(37)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70599-20

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
JUL 17'79
REFER TO.
FOR

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	7-13-79
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

SP RR X'ing #P746.80 at Dundee-Newberg Road

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 12, 1979, I approve the program change adding to the character of the proposed work, acquisition of right of way, grade, drain and high type pavement necessary for approach roadways and utility adjustments. You are now authorized to proceed with all phases of right of way acquisition for a TEC of $5,000 with Federal participation limited to $4,500.

Federal participation is limited to that right of way actually incorporated into the final location.

DATE	7-13-79
SIGNATURE OF APPROVING OFFICIAL	G. K. Hossner
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5-25-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RRO-000S(37)

STATE PROJECT NO. See below

FROM:
G. L. Green Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70599-20

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engr - ODOT
State of Oregon
Salem, Oregon

DATE PS&E APPROVED 3-1-79

DATE AUTHORIZATION EFFECTIVE 5-25-79

FEDERAL ROUTE NUMBER non-Federal aid

STATE ROUTE NUMBER County Road

RECEIVED
STATE HWY ENGR
MAY 31 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5-31
orig

GENERAL LOCATION:

SP RR X'ing #P-746.80 at Dundee-Newberg Road

GENERAL DESCRIPTION OF WORK:

Install guardrail at RR crossing signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-15-79 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 at a total estimated cost of $3,540 - Federal Funds $3,186.

DATE 5-25-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-818

~~ROW 18-2~~

INTEROFFICE MEMO

STATE OF OREGON
Railroad & Utilities
Highway Division
DEPT.

378-6511
TELEPHONE

TO: C. W. Head, Manager
Commission Services

DATE: April 23, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Service Contract
Crossing No. P-746.80
County Road No. 119
Yamhill County
ODOT Agreement No. RR-973

RAILROAD COMM.
FILE No. 973

Attached is the State's fully executed counterpart of a Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, calling for the installation of grade crossing protection devices at the grade crossing of Southern Pacific Transportation Company, Newberg Branch and County Road No. 119, near Dundee, in Yamhill County, Oregon.

The cost of the installation of these grade crossing protection devices will be borne 90 percent by Title II Federal Highway funds with the remaining ten percent being borne by the State Grade Crossing Protection Account. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring the railroad's work under the terms of this Service Contract and approval of the final bill. The Accounting Section will be responsible for auditing the final bill. Section heads should thoroughly review the agreement to understand the responsibilities their section must bear under the terms of this agreement.

RDT/seb
Attachment
cc: G. L. Green w/copy agreement
C. T. Keasey w/copy agreement
J. L. Sollis
Dick Bladorn w/copy agreement
V. E. Skoog w/copy agreement
D. E. Swan w/2 copies agreement
C. O. Fredrickson w/2 copies agreement
Warren Mueller w/copy agreement

NOTED
C. W. HEAD

5/8/79
Mailed all
agmt. Dick
[illegible]

ROW 18-2

Department of Transportation
STATE HIGHWAY DIVISION

March 30, 1979

Southern Pacific Transportation Company
One Market Street
San Francisco, CA 94105

Attention H.B. Berkshire

Service Contract
Crossing No. P-746.80
Yamhill County
ODOT Agreement No. RR-973

Dear Sir:

Enclosed are the duplicate counterparts of the Service Contract for the above-captioned grade crossing. These documents were approved and signed by the Right-of-Way Manager and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit "A" and shown on Drawing A-5579, as of March 1, 1979. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to March 1, 1979, will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Yours truly,

R D Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosures
cc: Southern Pacific, Portland
bc: G. L. Green w/copy
✓C. W. Head
C. T. Keasey
J. L. Sollis
Dick Bladorn w/copy
D. E. Swan w/2 copies
C. O. Fredrickson w/2 copies

NOTE TO FREDRICKSON: Please have an Order for State Force Work prepared and submitted to L.E. George for this work. Return one copy of Exhibit "A" with SFO. This is Title II project RRO-000S(37). One copy of agreement to Resident Engineer. Please advise as to who Resident Engineer will be.
RDT

[illegible]

Form 81 734 3123

9269

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN OR AUTHORIZATION

FEDERAL AID PROJECT NO.	RRO-OOOS(37)
STATE ECT NO.	See below
COUNTY NAME	Yamhill
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70599-20

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 30 '79
REFER TO
[illegible]
FOR
Info

DATE PS & E APPROVED	3-1-79
DATE AUTHORIZATION EFFECTIVE	3-1-79
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

SP RR X'ing #P746.80 at Dundee-Newberg Rd.

GENERAL DESCRIPTION OF WORK:

Install Signals and Gates

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXX
XXXXXX,XX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 14, 1979, letter you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company, approved by the Highway Division on March 1, 1979 at a total estimated cost of $46,345 - Federal Funds $41,710.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE 3-27-79	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9204 3-19-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN OR AUTHORIZATION

FEDERAL AID PROJECT NO
RRO-000S (37)

STATE CT NO.
See below

COUNTY NAME
Yamhill

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70599-20

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 22 '79
REFER TO
[illegible]
FOR
Info | Inves | [illegible] | [illegible] | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
3-14-79

FEDERAL ROUTE NUMBER
non Federal-aid

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
SP RR X'ing #P746.80 at Dundee - Newberg Rd.

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change
See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 14, 1979 letter, I approve the program change for the subject project changing Appropriation Code from 686 to 685.

DATE
3-14-79

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROW 18-2

bc: E. S. Hunter   Don Harwell   Jon Rose
J. L. Sollis   R. N. Bot an   Phil Stearns
J. B. Boyd   John Sheldrake   Glen Clark
D. E. Swan   Alfred Shirley

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

September 16, 1977

Southern Pacific Trans. Co.
324 Union Station
Portland OR 97209

Authorization to Proceed
Title II Projects

ATTN: R. L. Johnston

Dear Sir:

The following grade crossings have been reviewed and recommended for improvement under the 1976 Federal Highway Act, Title II, Section 203. The proposals for upgrading these grade crossings have been reviewed and approved by the Federal Highway Administration for preliminary engineering. I would appreciate it if you would commence preparation of the necessary estimates, plans, etc. to provide full grade crossing protection at these crossings as you deem necessary.

As soon as this information is prepared, please have it forwarded to my office for preparation of the necessary service contracts.

CROSSING NO.	ROAD	LOCATION
C-768.60	S.E. 9th Ave.	Portland
CC-687.90	5th St.	Lebanon
CO-769.39	Mullen St.	Bunker Hill (Coos Bay)
FD-760.90	S.W. 229th Ave.	Reedville (Washington Co.)
CJ-757.10	Toliver Rd.	Molalla
P-746.80	County Rd. 119	Dundee (Yamhill Co.)
CB-692.50	Three Lakes Rd. 337	Froman (Linn Co.)

The PUC applications for these crossings will be prepared by the Oregon Department of Transportation and submitted by the Local Authority in Interest. It would be appreciated if you could furnish me with a reproducible drawing of these crossings for utilization in the service contracts and PUC applications.

RECEIVED
TECHNICAL SERVICES
SEP 16 '77
REFER TO
FOR
Info | R/D | Act | File

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
cc: Southern Pacific, San Francisco
David J. Astle, PUC

by Bud George
9-16-77

U.S. DEPARTMENT OF TRANSPORTATIO EDERAL HIGHWAY ADMINIS TIO

LETTER OF APPROVAL AND/OR AUTHORIZA ON

FEDERAL AID PROJECT NO.: RO-000S(37)

STATE PROJECT NO.: See below

COUNTY NAME: Yamhill

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 70599-20

FROM:

G. L. Green, Division Administrator
Salem- Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 13 '77
REFER TO
orig to Moehring
FOR

Info	Invés	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	9-2-77	Non-Federal Aid County Rd.

GENERAL LOCATION:

SPRR X'ing # P-746.80 at Dundee-Newberg Rd. Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including railroad preparatory work
TEC NTE $1,000 F.F. $900
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND / OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-31-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is non major action as set forth in FHPM 7-7-2 paragraph 10e.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-8-77	G. K. Hossner	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1980 SE 17th Ave.-SE 28th Ave. 9210
Sec. of FAU 9793. (Gr., pav.,
struc., illum. & sig.)

C&A 5662 - 6/1/76, 8/15/80, 10/12/79, 1/18/79
RR 989 - 10/25/79
C&A 6726 - 8/15/78

9210

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
6-99

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-17-86

State
Oregon

County
Multnomah

Project Number
IX-9793(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 21, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,236,000	$ 4,817,576
Federal funds	$ 4,450,600	$ 4,094,600
Other revisions		

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of JUN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 6, 1986

Federal-Aid Project No. IX-9793(3)

S.E. 17th Ave.-S.E. 28th Ave. (Portland)
City Street (S.E. Holgate Blvd.)

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 7+27 to Sta. 16+79.50)(Sta. 20+99.48 to Sta. 34+85)

Total the same as previous estimate of Nov. 10, 1980	$ 1,872,444.00

Type Code X181
Structure, Br. No. 8696A

Total the same as previous estimate of Nov. 10, 1980	$ 2,626,570.00

Type Code Y031
Signals

Total the same as previous estimate of Nov. 10, 1980	$ 109,743.00
Length of Roadway	0.443 mi.
Length of Structure	0.079 mi.
Total Length	0.522 mi.
Cost of Roadway Per Mile (2 Lane)	$4,226,735.89

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
Roadway	$1,872,444.00	$ 1,591,577.00	$ 280,867.00
Structure	2,626,570.00	2,232,584.00	393,986.00
Signals	109,743.00	93,281.00	16,462.00
Subtotal	$4,608,757.00	$ 3,917,442.00	$ 691,315.00
Reserve	208,819.00	177,158.00	31,661.00
Total	$4,817,576.00	$ 4,094,600.00	$ 722,976.00

Group 1 100%
Contract No. C09210
*Mt. Hood Transfer Funds
Appn Code 823
RHZ:bkb

OMB No. 04-R2089

9210

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-6	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11/21/80	State regon County Multnomah Project No. IX-9793(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., S.E. Holgate Blvd. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-14-80	0.522

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 5,236,000.00	FEDERAL FUNDS $ 4,450,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By for

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 11-21-80

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 10, 1980

Federal-Aid Project
No. IX-9793(3)

S.E. 17TH AVE.-S.E. 28TH AVE. (PORTLAND)
CITY STREET (S.E. HOLGATE BLVD.)
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 7+27 to Sta. 16+79.50) (Sta. 20+99.48 to Sta. 34+85)

Mobilization	29%	All Required		$ 97,150.00
Temporary Protection and Direction of Traffic	29%	All Required		4,640.00
Temporary Signs		700 sq.ft.	17.00	11,900.00
Temporary Barricades		27 each	200.00	5,400.00
Temporary Continuous Rail Traffic Barriers, Lighted		1,000 lin.ft.	6.00	6,000.00
Flagmen		1,800 hour	24.00	43,200.00
Temporary Reflective Pavement Markers		40 each	35.00	1,400.00
Temporary Illumination		All Required		20,000.00
Sequential Arrow Signs		1 each	5,500.00	5,500.00
Temporary Barriers, Lighted		419 lin.ft.	29.00	12,151.00
Clearing and Grubbing		All Required		5,000.00
Removal of Structures and Obstructions		All Required		20,000.00
Removal of Northerly Portion of Building at S.E. 24th Ave. and S.E. Holgate Blvd.		All Required		27,000.00
Construction of Closure Wall on Building at S.E. 24th Ave. and S.E. Holgate Blvd.		All Required		27,000.00
Removal of Portals and Filling Tunnel at Sta. "Ho" 15+45		All Required		6,000.00
Embankment in Place		12,000 cu.yd.	8.00	96,000.00
Trench Excavation		775 cu.yd.	11.00	8,525.00
Utility Trench		2,300 lin.ft.	3.00	6,900.00
Finishing Roadbed and Slopes		All Required		16,000.00
Bituminous Base Mixture		6,050 ton	18.00	108,900.00
Asphalt in Bituminous Base Mixture		330 ton	170.00	56,100.00
1" - 0 Aggregate Base		2,060 ton	12.00	24,720.00
Lime Treated Subgrade		12,430 sq.yd.	1.85	22,995.50
Lime for Treated Subgrade		140 ton	110.00	15,400.00
Class "B" Asphalt Concrete Mixture		2,910 ton	19.00	55,290.00
Asphalt Cement in Mixture		190 ton	170.00	32,300.00

Oregon State Highway Division
Salem, Oregon, November 10, 1980

Federal-Aid Project
No. IX-9793(3)

Asphalt in Tack Coat	4 ton	500.00	$ 2,000.00
8-inch Sewer Pipe	500 lin.ft.	16.00	8,000.00
10-inch Sewer Pipe	520 lin.ft.	17.00	8,840.00
Bedding Material	70 cu.yd.	22.00	1,540.00
Concrete Manholes	2 each	7,500.00	15,000.00
Concrete Inlets, Type P	26 each	350.00	9,100.00
Double Concrete Inlets	4 each	550.00	2,200.00
Special Concrete Inlets	1 each	500.00	500.00
6-inch Drain Pipe	216 lin.ft.	8.00	1,728.00
Special Filter Material in Drains	12 cu.yd.	25.00	300.00
Guard Rail, Type 1A	100 lin.ft.	22.00	2,200.00
Guard Rail, Type 3	100 lin.ft.	40.00	4,000.00
Guard Rail Anchors, Type 1	4 each	400.00	1,600.00
Rail End Pieces, Type C	4 each	125.00	500.00
CL6R Chain Link Fence	510 lin.ft.	12.00	6,120.00
2-1/2' x 72" Chain Link Gates	2 each	250.00	500.00
CL-8 Chain Link Fence	220 lin.ft.	14.00	3,080.00
Concrete Walks, Driveways and Curbs	550 cu.yd.	150.00	82,500.00
Asphalt Walks	700 sq.yd.	11.00	7,700.00
Asphalt Driveways	470 sq.yd.	16.00	7,520.00
Drainage Curbs	1,130 lin.ft.	3.00	3,390.00
Adjusting Manholes	10 each	300.00	3,000.00
Roadside Seeding and Mulching	1 acre	2,200.00	2,200.00
Water Main Installation	28.42% All Required		7,105.00
Pole Foundations	All Required		6,500.00
Roadway Lighting Poles and Bracket Arms	All Required		22,000.00
Installing Luminaires and Ballasts	All Required		1,500.00
Switching, Conduit, Wiring, Etc.	All Required		16,000.00
			$ 962,094.50

Anticipated Items		
Railroad Protective Cost	All Required	$ 190,000.00
Permanent Pavement Striping	All Required	2,300.00
Temporary Pavement Striping	All Required	1,000.00
Remove Pavement Striping (Temp. & Perm.)	All Required	1,000.00
Asphalt Cement Adjustment	All Required	75,000.00
On-the-Job Trainees (5 at $800)	All Required	4,000.00
Work by Southern Pacific Trans. Co.	All Required	429,000.00
		$ 702,300.00

Subtotal	$1,664,394.50
Engineering	208,049.50
Total	$1,872,444.00

Type Code X181
Structure, Bridge No. 8696A (Sta. 16+79.5 to Sta. 20+99.5)

Mobilization	66%	All Required		$ 221,100.00
Temporary Protection and Direction of Traffic	66%	All Required		10,560.00
Holgate Temporary Bypass Structure		All Required		225,000.00
Bridge Removal Work		All Required		90,000.00
Shoring, Cribbing, Etc.		All Required		215,000.00
Structure Excavation	1,430	cu.yd.	20.00	28,600.00
Special Wall Backfill	1,260	cu.yd.	22.00	27,720.00
Furnish Pile Driving Equipment		All Required		50,000.00
Furnish HP 12x53 Steel Piling	4,268	lin.ft.	25.00	106,700.00
Drive Steel Piles	4,268	lin.ft.	1.00	4,268.00
Drilling Pile Holes	390	lin.ft.	22.00	8,580.00
Structural Concrete, Class 3300		All Required		160,000.00
Concrete in Walls and Stairways	470	cu.yd.	228.00	107,160.00
Expansion Joints	441	lin.ft.	85.00	37,485.00
4' x 50'/55' Prestressed Box Beams	30	each	5,700.00	171,000.00
4' x 70'/75' Prestressed Box Beams	30	each	8,700.00	261,000.00
4' x 80'/85' prestressed Box Beams	30	each	9,700.00	291,000.00
Reinforcement in Walls and Stairways	39,500	lb.	0.58	22,910.00
Reinforcement (63,500 lbs.) (202,500 lbs.)		All Required		120,000.00
Reinforced Concrete Bridge End Panels	272	sq.yd.	53.00	14,416.00
Three Tube Aluminum Railing	942	lin.ft.	60.00	56,520.00
Metal Handrail	48	lin.ft.	17.00	816.00
Concrete Slope Paving	585	sq.yd.	32.00	18,720.00
Slope Paving Curbs	180	lin.ft.	15.00	2,700.00
Metal Bin Type Retaining Wall, Station 23+35 to 25+35		All Required		27,000.00
1-1/4-inch Electrical Conduit	465	lin.ft.	4.00	1,860.00
3-inch Electrical Conduit	465	lin.ft.	8.00	3,720.00
Aluminum Facia Panels		All Required		25,000.00
Asphalt Membrane	2,354	sq.yd.	11.00	25,894.00
		Subtotal		$2,334,729.00
		Engineering		291,841.00
		Total		$2,626,570.00

Oregon State Highway Division
Salem, Oregon, November 10, 1980

Federal-Aid Project
No. IX-9793(3)

Type Code Y031
Signals (Sta. 7+27 to Sta. 34+85)

Mobilization	5%	All Required	$ 16,750.00
Temporary Protection and Direction of Traffic	5%	All Required	800.00
Traffic Signal Installation, Complete		All Required	80,000.00
		Subtotal	$ 97,550.00
		Engineering	9,693.00
		Engineering (Signal Controller Testing)	2,500.00
		Total	$ 109,743.00

Length of Roadway - - - - - 0.443 Mile
Length of Structure - - - - 0.079 Mile
Total Length- - - - - - - - 0.522 Mile

Cost of Roadway Per Mile- - $4,226,735.89

Work Retained in Program Status

Work by City Water Bureau		All Required	$ 93,000.00
City-Furnished Illumination Equipment		All Required	2,100.00
City-Furnished Water Pipe and Fittings	28.72%	All Required	12,703.74
City-Furnished Handrail Brackets		All Required	500.00
Timber Deck Plank Replacement (E.W.)		All Required	10,000.00
Adjust Existing Signing		All Required	1,000.00
			$ 119,303.74

Oregon State Highway Division
Salem, Oregon, November 10, 1980

Federal-Aid Project
No. IX-9793(3)

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds*	County Funds
Roadway	$1,872,444	$1,591,577	$280,867
Structure	2,626,570	2,232,584	393,986
Signals	109,743	93,281	16,462
Subtotals	$4,608,757	$3,917,442	$691,315
Reserve	627,243	533,158	94,085
Totals	$5,236,000	$4,450,600	$785,400

Group 1 - 100%
Contract No. 9210
Prefix: 326-1977
Prefix: 326-1032

*Mt. Hood Transfer Funds

Oregon State Highway Division
Salem, Oregon, November 10, 1980

Federal-Aid Project
No. IX-9793(3)

S.E. 17TH AVE.-S.E. 28TH AVE. (PORTLAND)
Nonparticipating - State - City Work

Water Main Installation	71.58%	All Required	$ 17,895.00
City-Furnished Water Pipe Fittings	71.58%	All Required	31,996.26

9210
r11

cc: OSHD (Coulter)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

12-31-84

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12/31/84	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9793(3)
COMPLETION DATE (Actual) 10/15/82	ACCEPTANCE DATE BY CONRTACT AGENCY 3/28/84	TIME ELAPSED 100 %	CONTRACT TIME 680 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE 17th AVENUE - SE 28th AVENUE (PORTLAND)
FAU 9793 (SE HOLGATE BLVD)
Grading, Paving, Structure, Illumination & Signals

The project involved replacing a wood structure which carried Holgate Blvd over the SPRR railroad facilities with a new concrete bridge. Also Holgate was widened and repaved between 17th and 28th Avenue. Street illumination and signals were provided.

The project allowed 680 calendar days. The contractor used 711 days. A time extension of 31 days has been granted.

The final cost of $4,663,000 underran the original authorization by three percent.

NOTED
W. E. SCHWARTZ
1/9

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed By T. P. LOWE		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 1/7/85	TITLE Field Operations Engineer	DATE 1/7/85

9210

F

April 20, 1984

Hansen & Rowland, Inc. of Oregon
1311 NW 21st Avenue
Portland, OR 97209

CON 5
#9210

Gentlemen or Ladies:

A post-final payment for $27,000 will be made to Hamilton Construction Co. on Contract No. 9210 for work on the SE 17th Avenue-SE 28th Avenue (Portland) Section of FAU 9793 (SE Holgate Blvd.) in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,705,098.20 including the post-final payment. Of the total $24,390.59 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Hamilton Construction Co.
PO Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9210

file F

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

[illegible]

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Const. Co. (Oregon) Contract No. 9675	Calapooya Creek Bridge Douglas County	3/7/84
P & F Construction Co. Contract No.9649	Crooked River (Conant Basin) Bridge Crook County	3/19/84
Weaver Construction Co. Contract No. 9685	Wallowa River (Stein) Br. Wallowa County	3/20/84
Mountain Road Construction Contract No. 9658	Spray Slide Correction Wheeler County	3/22/84
Hamilton Construction Co. Contract No. 9210	SE 17th Ave.-SE 28th Ave. (Portland) Multnomah County	3/28/84

April 4, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

BMW:mk

9210

F

April 2, 1984

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

CON 5
#9210

Gentlemen or Ladies:

On March 29, 1984, we wrote to you concerning release of final payment on Contract No. 9210 awarded to Hamilton Construction Co., for work on the S.E. 17th Avenue-S.E. 28th Avenue (Portland) Section of FAU 9793 in Multnomah County.

Final payment on this contract is $4,899.28 and the total contract amount is $3,678,098.20, including $24,390.59 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
cc: Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

921

F

March 6, 1984

Mr. Carl Goebel
Administrator
Bureau of Water Works
City of Portland
1120 SW 5th Avenue
Portland, OR 97204-1926

Water Main Relocation
SE 17th Ave.-SE 28th Ave. (Portland)
Section
FAU 9793(SE Holgate Blvd.)
Multnomah County
Project No. IX-9793(3)

Dear Mr. Goebel:

A contract for the construction of the above-titled project was let to Hamilton Construction Co., PO Box 659, Springfield, OR 97477 on November 5, 1980. On July 28, 1980, the Water Bureau was advised of various water facilities in conflict with the proposed construction. A portion of the Water Facilities in conflict with the proposed construction was 570 feet of 12-inch water main.

During the negotiations for the relocation of the Water Bureau's conflicting facilities, the Water Bureau advised the State Highway Division that it wished to upgrade the 12-inch main to 16 inches. In addition to the conflicting 570 feet, the Bureau advised that they wanted to upsize an additional 1,409 feet of 12-inch pipe for a total of 1,979 feet of new 16-inch water main. On August 4, 1980, the Bureau of Water Works submitted comparative estimates of cost for the installation of (1) 570 feet of 12-inch water main and (2) 1,979 feet of 16-inch water main. The comparative estimate of cost was approved by the State and the Federal Highway Administration. The Bureau of Water Works further requested that the installation of the 16-inch water main, materials to be supplied by the Bureau of Water Works, be accomplished by the State's contractor.

Utilizing the August 4, 1980 Estimates of Costs supplied by the Bureau of Water Works, it was determined that the State Highway Division would be responsibile for 29.62 percent of the cost of installation of the 16-inch water main and the Bureau of Water Works would be responsible for 70.38 percent of the cost.

H

Mr. Goebel
Page 2
March 6, 1984

The 16-inch water main installation was included as Bid Item No. 50 in the contract for the construction of the highway project. Hamilton Construction Company's bid for the installation of the 16-inch water main was a lump sum of $25,000. The State's share of the installation cost would therefore be $7,405 and the Bureau of Water Works share would be $17,595. A copy of the Contract Bid Item sheet covering the water main installation is attached for your information.

The installation of the water main has been completed, therefore, the Bureau of Water Works is requested to submit a check in the amount of $17,595 as their share of the installation cost. The check should be made out to the Oregon State Highway Division and directed to this office.

Your cooperation in accomplishing the relocation of your water facilities to accommodate the construction of this project is greatly appreciated.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr
Attachment

bc: D. E. Wilken, FHWA
E. S. Hunter
Wayne Cobine
E. L. Hardt
Steven L. Barrett - City of Portland
Mike Smith
Pete Gonzalez
C. O. Fredrickson

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
ASST STATE HWY ENGR
MAR 6 '84
REFER TO
FOR

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: March 2, 1984

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: CONSTRUCTION BY LOCAL JURISDICTIONS

I have for some time been pursuing a crusade to have local jurisdictions sign construction contracts for work off our system. My feelings in this direction are particularly strong in situations where the local agency has developed the plans and is supervising the construction. Normally, our obligations in these situations are limited to monitoring the project when federal funds are involved.

Two such projects are those on Front Avenue, being constructed by Hatch and Eudaly Bros., and another one, recently completed, is on Holgate. On the Hatch project, there has been a continuing disagreement between the City project personnel and Hatch. Hatch has filed suit against the State of Oregon on that project because it's our name on the contract.

This is bad enough, but I recently discovered another situation that's even more irritating. A property owner filed suit against the City because their access was blocked during construction. In the City's response to the suit, they have placed total responsibility on us and on the contractor. Again, our only involvement in the project was to assign a liaison person to monitor the project.

For your information I'm enclosing a copy of the complaint and the City's response.

Bob - I agree w/Harwood 100%. I think we should pursue this w/FHWA. Those cities who are staffed to design & const. their projects should also award & administer them w/us monitoring only. That way we don't get involved in the contract disputes & lawsuits
WES

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO
Bothman
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

3/6/84
R.A.T.
Discussed with Harwood [illegible] per request + No objection [illegible] request from FHWA

ACH/gw
Attachment
cc Gary Potter w/attachment
C. O. Fredrickson w/attachment

1.125.1387

cy Al Harwood

STATE OF OREGON

INTEROFFICE MEMO

DATE: Ocotber 1, 1982

Jack Sollis
Assistant Attorney General

M: John C. McLean
Assistant Attorney General

JECT: Champion v. City of Portland v. State, et al.
Mult. Co. Cir. Ct. No. A8201-00468

Enclosed is a copy of the third-party complaint which has been filed against the State in the above case by the defendant City of Portland. As you can see, the plaintiff contends some construction work along S.E. Holgate Street in the City of Portland blocked the access to his premises (which the phone book lists as being at 1730 S.E. Holgate) during the month of April through July 1981. The city, in essence, says that any such blocking was attributable to the State or the State's contractor, Hamilton Construction Co. I know nothing about the facts of the case, inasmuch as the plaintiff apparently never asserted a claim against the State, and, consequently, there was no investigation by Liability Claims.

All of which is to say that I am in dire need of some facts concerning the construction, and would much appreciate your forwarding this letter to the proper highway person or persons with the request that I be furnished with a copy of the contract, a statement as to when work was started and completed in the area of plaintiff's business, what that work consisted of, and what record there is of any blocking of access or complaints involving same. Presumably the contractor, if it was a state job, had an obligation to conduct the work without blocking off access. In any event I no doubt will tender the defense of the State's claim to the contractor.

② (4) ⑥

lm
enclosure

10/14

XC - Jerry Street
PLEASE HAVE CITY
PROJECT MGR OR
YOURSELF CONTACT MCLEAN
CONCERNING THIS COMPLAINT.
M Smith

a true copy of the original.

George C Williams

Of Attorneys for ~~Plaintiff~~ Defendant

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

WILLIAM D. CHAMPION, dba
BILL'S TV & ELECTRONICS,

Plaintiff,

v.

CITY OF PORTLAND a municipal
corporation,

Defendant and Third Party
Plaintiff,

v.

STATE OF OREGON, by and through
its Highway Division; HAMILTON
CONSTRUCTION CO., an Oregon
corporation, and UNDERWRITERS
AT LLOYD'S,

Third Party Defendants.

No. A8201-00468

ANSWER AND THIRD PARTY
COMPLAINT

For its answer to Plaintiff's Amended Complaint, Defendant City of Portland admits, denies, and alleges as follows:

I

Defendant City of Portland is without sufficient information to assess the truth or accuracy of the allegations contained in paragraph I of Plaintiff's Amended Complaint, and Defendant therefore denies them.

II

Defendant City of Portland admits the allegations contained in paragraphs II and VIII of Plaintiff's Amended Complaint.

III

Defendant City of Portland further admits that Plaintiff's action is governed by the Oregon Tort Claims Act, ORS 30.260 through 30.300.

IV

Except as expressly admitted hereinabove, Defendant City of Portland denies each and every other allegation, matter and thing contained in Plaintiff's Amended Complaint and the whole thereof.

FOR A FURTHER ANSWER AND THIRD PARTY COMPLAINT AGAINST THE STATE OF OREGON AND HAMILTON CONSTRUCTION CO., the City of Portland alleges:

V

At all times material herein, Hamilton Construction Co. was a private corporation organized and doing business under the laws of the State of Oregon.

VI

The State of Oregon is a public body within the meaning of the Oregon Tort Claims Act, ORS 30.260(4).

VII

At all material times herein Hamilton Construction Co. was retained by the State of Oregon Highway Division to perform certain street and sidewalk construction along Southeast Holgate Street, including that area of Southeast Holgate abutting Plaintiff's place of business at the corner of Southeast 18th Avenue.

VIII

Plaintiff has alleged that as a result of said construction, he incurred certain damages as set forth in his Amended Complaint, a copy of which is attached hereto as an exhibit.

IX

When Plaintiff's allegations against the City of Portland are compared with the culpability of Third Party Defendants State of Oregon and Hamilton Construction Co., as amongst the City and said Third Party Defendants, the State of Oregon and Hamilton Construction Co. should be the parties who are liable to Plaintiff if he succeeds on his Complaint.

X

The State of Oregon and Hamilton Construction Co. were primarily responsible for Plaintiff's alleged damages. If held liable at all, the City of Portland is only secondarily liable.

XI

If the City of Portland is liable to Plaintiff, then said Defendant is entitled to indemnity against the State of Oregon and Hamilton Construction Co. for any such sums, together with the City's reasonable and necessary defense costs, including a reasonable attorney's fee.

XII

In the event that the City of Portland is deemed liable to Plaintiff, and if the City is held not entitled to indemnity from either the State of Oregon or from Hamilton Construction Co. as set forth above, then the City will be entitled to contribution from said Third Party Defendants for their proportionate share of liability.

FOR A FURTHER ANSWER AND THIRD PARTY COMPLAINT AGAINST UNDERWRITERS AT LLOYD'S the City of Portland alleges:

XIII

Plaintiff has alleged that he sustained certain property damage as a result of street and sidewalk construction along Southeast Holgate Street, including the area of Southeast Holgate abutting Plaintiff's place of business at the corner of Southeast 18th Avenue.

XIV

At all material times herein, Defendant City of Portland was an additional insured on the Broad Form Property Damage Liabilty policy (policy number 32-1791) issued to Third Party Defendant Hamilton Construction Co. from Third Party Defendant Underwriters At Lloyd's. Pursuant to said insurance agreement, the City of Portland tendered the defense and liability of this action to Lloyd's. The City's tender of defense and liablity has been rejected.

XV

Pursuant to the insurance agreement hereinabove described, Defendant City of Portland is entitled to all rights secured to it under said agreement including the right to a defense and the right to be indemnified by Third Party Defendant Underwriters At Lloyd's for any damages awarded against the City of Portland to Plaintiff, together with the City's reasonable and necessary defense costs, including a reasonable attorney's fee.

WHEREFORE, having fully answered Plaintiff's Amended Complaint, Defendant City of Portland prays for:

1) judgment in its favor and its costs and disbursements incurred herein;

2) and in the alternative if the City is held liable to Plaintiff, the City prays for judgment for indemnity against Third Party Defendants State of Oregon and Hamilton Construction Co. together with the City's reasonable and necessary defense costs, including their reasonable attorney's fees;

3) and as against Third Party Defendant Underwriters At Lloyd's, Defendant City of Portland prays for a judgment for indemnity against said Third Party Defendant together with the City's reasonable and neceesary defense costs including a reasonable attorney's fee;

4) in the event Defendant City is held liable to Plaintiff and found not entitled to indemnity for Third Party Defendants, the City prays for a judgment of contribution against Third Party Defendants for their proportionate share of liability.

/s/ Joseph C. Arellano

Joseph C. Arellano, 80151
Trial Attorney
Of Attorneys for Defendant

AUG 23 1982

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

WILLIAM D. CHAMPION, dba BILL'S TV & ELECTRONICS, Plaintiff, v. CITY OF PORTLAND, a municipal corporation, Defendant.	NO. A8201-00468 AMENDED COMPLAINT

Plaintiff alleges:

I.

That at all times hereinafter mentioned, the plaintiff, William D. Champion, was doing business under the assumed name and style of Bill's T.V. & Electronics, said business name having been duly registered with the Corporation Commissioner of the State of Oregon.

II.

That at all times hereinafter mentioned, the City of Portland was and is a municipal corporation.

III.

This action arises under ORS 30:260 to 30:300, as it hereinafter more fully appears.

IV.

That from April 1981, through July 1981, the defendant did engage in construction work on and along S.E. Holgate Street at a point in front of the plaintiff's place of business.

///

V.

That during said construction work the defendant by and through its agents, acting within the scope of their authority, did cause the blocking of all means of ingress and egress to and from the plaintiff's place of business by the general public.

VI.

That plaintiff repeatedly demanded that defendant refrain from causing said obstructions, and that the defendant failed to provide plaintiff with ingress and egress despite repeated promises to do so.

VII.

That as a result of the defendant's actions, the general public was unable to gain access to plaintiff's place of business, and as a direct result thereof, the defendant lost substantial business during the months of April, May, June and July, 1981, all to plaintiff's damage in the sum of $12,500.

VIII. A

That on or about October 19, 1981, the plaintiff filed claim for administrative settlement with the Board of City ommissioners of the City of Portland, in the sum of $12,500, by gistered Mail. That said claim complied with ORS 30:260 to 30:300.

WHEREFORE, plaintiff prays for judgment against the y of Portland in the sum of $12,500, together with his costs and bursements incurred herein.

Paul J. Boland

Paul J. Boland #72031
Attorney for Plaintiff

AMENDED COMPLAINT

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 6, 1983

In Reply Refer to
File No.: CON 5

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Gentlemen:

Re: Claim Meeting
SE 17th Ave.-SE 28th Ave.
(Portland)
Contract No. 9210
FAP No. IX-9793(3)

As stated to you in our meeting of August 30, we do not concur with your reading of Subsection 105.06 of the contract Standard Specifications regarding utility delay. In our opinion, the gas line relocation interference, in itself, is not compensible. However, in consideration of all utility adjustments on this project, we will agree to consider a reasonable mutually agreed settlement of this claim.

I understand that Project Manager Barrett needs some additional invoices to complete his evaluation and he will contact your project superintendent to obtain copies. Pending completion of Mr. Barrett's evaluation, Region Operation Engineer Al Harwood will be in further contact with you.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

by O. B. Jackmond
O. B. Jackmond, P.E.
Contract Administration
Engineer

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

OJB:mk

cc: Al Harwood
Steve Barrett, City of Portland

✓bc: W. E. Schwartz

F

Form 734-3122

921

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

July 19, 1983

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

City of Portland
City Hall
1220 S. W. 5th
Portland, OR 97201

NOTED
W. E. SCHWARTZ

Attention: Mike Lindberg, Commissioner

RE: S. E. Holgate

Dear Sir:

We are very unhappy about the circumstances detailed in the attached documents. To summarize, I relate the following series of events:

1. In October of 1981 we furnished some asphaltic concrete to Col-West a subcontractor on this project.

2. Early in May 1983 we were informed that some of the mix was out of specifications.

3. Our letter of May 11, 1983 details our thoughts on these tests.

To put it bluntly Commissioner, your people made a bad test and in addition should cooperate with producers to let them know immediately upon finding a failing test. We are all after the same thing, a surface that will give expected riding qualities and life cycle. If the producer is not notified immediately a considerable amount of out of specification material could be incorporated in the roadway, which does not do the City any favors, penalty or not.

Due to the automation of our plant, which prints component weights of each size of material in each batch we can track down variations from the mix proportions. We can have holes in our screens or bin walls which negates these records. However, in this case we have examined our maintenance records and do not find any screen or bin wall problems showing up in this regard, nor any failing tests on subsequent days for which we have tests.

We have informed Col-West that we will pay them for this penalty, but believe that we have been unfairly treated.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton, Vice President, Engineering

GRM:mk

cc: Scott Coulter, OSHD
File

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

June 28, 1983

Jim Sly
Hamilton Construction Company
P.O. Box 659
Springfield, Oregon 97477

Re: SE 17th Avenue - SE 28th Avenue (Portland)
FAU 9793 (SE Holgate Blvd.)
FAP IX-9793(3)
Contract No. 9210

Dear Jim:

Enclosed is Price Agreement No. 46 which is the adjustment for material incorporated in the asphalt bid items that did not meet specification requirements. This adjustment is in conformance with Subsection 105.03 of the Standard Specifications which states in part the following:

> "In the event the engineer finds the materials furnished, work performed or the finished product not within reasonably close conformity with the plans and specifications but that reasonably acceptable work has been produced, he shall then make a determination if the work shall be accepted and remain in place. In this event, the engineer will document the basis of acceptance by contract modification which will provide for an appropriate adjustment in the contract price for such work or materials as he deems necessary to conform to his determination based on engineering judgment."

This gives the engineer (defined as the State Highway Engineer of the State of Oregon acting either directly or through his authorized representatives) the right to adjust contract prices in order to accept non-specification materials incorporated in the work. The State has developed a method for calculating the amount of the adjustment for asphalt bid items and it is applied the same way for each project so the results are consistant. This adjustment is not something that I control. The laboratory tests show some non-specification material was used and the amount requires an adjustment in the bid price.

Please sign and return two of the enclosed originals to my office.

Very truly yours,

Steven L Barrett

Steven L. Barrett, P.E.
Project Manager
Bureau of Street & Structural Engineering

SLB:mw

Enclosures

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) SE 17th Avenue - SE 28th Avenue (Portland)	CONTRACT NO 9210
HIGHWAY SE Holgate Blvd. — COUNTY Multnomah	PREFIX 326-1032
CONTRACTOR'S NAME AND ADDRESS Hamilton Construction Co. P.O. Box 659 Springfield, OR 97477	F. A. PROJECT NO. IX-9793(3)
	PRICE AGREEMENT NO. 46

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Confirmation notice of price adjustment for Bituminous Base and Asphalt Concrete items that are not within reasonably close conformity with the contract requirements:
BI #20 Bituminous Base Mixture
BI #25 Class "C" A.C. Mixture
PA #2101 Bit. Base in intersection

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
34601	Price Adjustment, Non Spec.Bit. Base Mix	100%	Lump Sum	(-1,452.96)	(-1,452.96)
34602	Price Adjustment, Non Spec.Class C A.C. Mix	100%	Lump Sum	(-778.62)	(-778.62)
34603	Price Adjustment, Non Spec. Bit. Base in intersection	100%	Lump Sum	(-72.56)	(-72.56)

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: ~~INCREASE~~ DECREASE $ 2,304.14

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED ______________________ DATE ________
CONTRACTOR

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER Steven L Barrett DATE 6/28/83

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

734 1169 (REV 1-83)

COLUMBIA – WEST

MATERIALS AND CONSTRUCTORS, INC.
6688 N. W. ST. HELENS RD.
P.O. BOX 10425 · PORTLAND , OREGON 97210

(503) 286-9431 (503) 243-1196

Cascade Construction
P.O. Box 4267
Portland, Or. 97208

Attn: George Morton; V.P. Engineering

Subject: S.E. Holgate: Hamilton Construction OSHD #9210

Sir,

Attached are copies of a letter and change order for a very substaincial deduction for out of spec asphaltic concrete. A meeting was held to discuss this problem on 5/17/83. It seems that your letter and our arguement were to no avail. Please call Bill Bugge after reviewing this latest development.

Chuck Gaskill

"COL - WEST"

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

RECEIVED
COL-WEST, PORTLAND
MAY 12 1983

WAB	LWP	CWG	FRB	DLW	RDS	TLH		FILE

May 11, 1983

Columbia West Materials and Constructors Co.
P. O. Box 10425
Portland, OR 97210

Attention: Bill Bugge

RE: S. E. Holgate

Dear Sir:

We were surprised to get the tests on some mix which allegedly failed in October 1981. We believe there is a moral obligation by the owner to report mix tests in a timely manner so that adjustments can be made at the plant, or a backup sample tested to ensure that the laboratory did not make an error.

Specifically on the PMBB the City of Portland test indicates 89% passing the ½ inch screen, and we believe our plant people would have rejected such a far out load by visual inspection. In any case the street inspector could visually note the fineness of the mix and rejected it prior to placing.

The OSHD test on 12/15/82 does not indicate that the surface material (Class C) was removed from the core, however I assume it was. The noticeable strangeness is the fact that this test is marked as complying with the specifications.

We are also enclosing a test of "C" mix which we placed on Union Avenue the same day October 26 that Lab No. 4858 shows a failure.

Both of these tests seem to indicate a radical departure in our component weights which does not show on our batch printouts. We cannot understand how our automated plant could be so far out.

We will be happy to assist in the documentation to resist this penalty.

Sincerely yours,
CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
George R. Morton
Vice President, Engineering

GRM:mk
cc: File

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

FORM 81-734-1001

OREGON STATE HIGHWAY DIVISIC

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE 17th Avenue - SE 28th Avenue (Portland)

WEEK ENDING: 2-10-83

SECTION PREFIX: 326-1032

HIGHWAY: FAU 9793 - SE Holgate Blvd.

COUNTY: Multnomah

NAME OF JOB: SE 17th Ave.-SE 28th Ave. (Portland)

KIND OF WORK: Grading, Paving, Structures, Illumination and Signals

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: 9210

FEDERAL AID PROJECT NUMBER: IX-9793(3)

DATE OF CONTRACT: November 5, 1980

DATE WORK STARTED: January 19, 1981

ESTIMATED COMPLETION DATE: September 28, 1982

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 711 (Revised)

WORK DAYS USED:

CALENDAR DAYS USED: 697

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98%

PROJECT AUTHORIZATION: $4,801,914.56

EXCLUSIVE OF ENGINEERING: $4,460,445.08

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,460,445.08

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $341,469.48

ENGINEERING COST TO DATE: $464,500.00

PERCENT OF AUTHORIZATION: 136 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 93%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%

DATE PROJECT WAS COMPLETED: October 15, 1982

Date Semi-Final submittal anticipated: January 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	AGG. BASE	BIT. BASE	C MIX		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

WORK ITEMS	RETAINING WALLS C & D	BINWALL & WALL B	EMBANKMENT	TEMPORARY BYPASS	NORTH 1/2 STRUCTURE	SOUTH 1/2 STRUCTURE	WATER MAIN WORK	ILLUMINATION
PERCENT	100%	100%	100%	100%	100%	100%	100%	100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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FEB 15 1983
CONSTRUCTION
SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SIGNED Steven L Barrett LOCATION Portland

Steven L. Barrett

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9210 1-13

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT:	SE 17th Avenue-SE 28th Avenue (Portland)	CONTRACT NO.:	9210
HIGHWAY:	FAU 9793 (SE Holgate Blvd.)	PREFIX NO.:	326-1032
COUNTY:	Multnomah	F.A. NO.:	IX-9793(3)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	±%
	SUMMARY				
	Bid Items	$	3,412,268.50	3,485,459.18	+ 2
	Anticipated Items	$	856,100.00	516,117.41	-40
	Contingencies	$	192,076.58	186,276.92	- 3
	Engineering	$	341,469,48	475,074.00	+39
	Liquidated Damages	$		0.00	
	TOTAL	$	4,801,914.56	4,662,927.51	- 3

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	±%
B.I. 3	Temporary Signs	SQ.FT.	700	1132	+62

During stage construction, additional signs were required for public safety.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	±%
B.I. 5	Temp. Cont. Rail Traffic Barrier Lighted	LIN.FT.	1000	856	-14

Quantity as determined by field conditions was less than estimated. There was no compromise in safety.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	±%
B.I. 6	Flagmen	HOUR	1800	2518	+40

Flagging based on a gross estimate in comparison with other projects and was clearly too low to account for street closures, etc.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	±%
B.I. 7	Temp. Reflective Pavement Markers	EACH	35	97	+177

Bid item quantity reflects an error in taking count from plans. Plans require 80 as a minimum and some were reset for better traffic movement.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	±%
B.I. 10	Temp. Barrier Lighted	LIN.FT.	419	461	+10

Quantity for bid item calculated for only the bridge length, plans show barrier to impact panel ends accounting for the overrun.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	±%
B.I. 16	Embankment in Place	CU.YD.	12,000	11,633	- 3

Quantity for bid item was estimated from cross sections and the pay quantity was calculated from remeasure which accounts for the difference.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+%
B.I. 17	Trench Excavation	CU.YD.	775	435.3	-44

Price Agreements reduced total by approximately 200 CU. YD. and estimated depths of pipe were deeper than actual installation.

B.I. 20	Bituminous Base Mixture	TON	6050	5780.99	- 4
B.I. 21	Asph. in Bituminous Base Mixture	TON	330	305.32	- 7

Reduction in quantity due to Price Agreement work in the intersections of SE 17th and SE 28th. Difference in underrun due to difference between assumed and actual asphalt content.

B.I. 22	1"-0 Aggregate Base	TON	2060	2795.89	+36

Quantity increase because subgrade treatment at bridge ends was eliminated and aggregate base used instead, temporary driveways were constructed with this rock and temporary transition work was not included in original estimate.

B.I. 23	Lime Treated Subgrade	SQ.YD.	12,430	4875.7	-61
B.I. 24	Lime for Treated Subgrade	TON	140	107.17	-23

Quantity decreased because part of the subgrade was treated with cement instead of lime and some was replaced with aggregate base.

B.I. 25	Class C Asphalt Concrete Mixture	TON	2910	3352.03	+15
B.I. 26	Asphalt Cement in Mixture	TON	190	183.42	- 3

Class C mix overran because temporary work was not included in original estimate and cement underran because the mix design used a different percentage than assumed for estimate.

B.I. 29	10-Inch Sewer Pipe	LIN.FT.	520	601	+16

A manhole was relocated from plan, and resulted in a longer pipe run. Other minor adjustments also added length.

B.I. 36	Special Filter Material in Drains	CU.YD.	12.0	66.8	+457

Drainage pipe was added behind retaining walls since standard plan eliminated weep holes. Additional pipe was paid under a Price Agreement.

B.I. 44	Concrete Walks, Driveways & Curbs	CU.YD.	550	687.20	+25

Quantity in bid item incorrectly entered, original estimate was actually about 680 CU. YD.

B.I. 45	Aspahlt Walks	SQ.YD.	700	174.5	-75

Temporary asphalt walks were included when bid tabulation was made and they should have been separate.

B.I. 46	Asphalt Driveways	SQ.YD.	470	567	+21

Overrun due to adjustments in extent of driveways to meet field conditions.

B.I. 47	Drainage Curb	LIN.FT.	1130	1888.7	+67

Additional required during stage construction.

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+%
B.I. 55	Special Wall Backfill	CU.YD.	1260	1079.5	-14
Original estimated quantity calculated with incorrect width for bin walls actually used and included some sidewalk concrete volume.					
B.I. 57	Furnish HP 12x53 Steel Piling	LIN.FT.	4268	7994	+87
B.I. 58	Drive Steel Piles	LIN.FT.	4268	7994	+87
Piling did not perform as predicted, they penetrated the gravel layer they were supposed to bear on, passed through a soft layer and came to bearing on a deeper gravel layer.					
B.I. 59	Drilling Pile Holes	LIN.FT.	390	503	+29
Some holes were not included in the bid tabulation that should have been.					
B.I. 61	Concrete in Walls and Stairways	CU.YD.	470	422.2	-10
Standard plan revisions caused this underrun.					
B.I. 62	Expansion Joints	LIN.FT.	441	328.3	-26
Bid tabulation based on measuring joints out to out of bridge when special provisions describe payment as curb to curb.					
B.I. 66	Reinforcement in Walls and Stairways	LB	39,500	30,697	-22
Standard plan revisions caused this underrun.					
B.I. 77	Asphalt Membrane	SQ.YD.	2354	2157	- 8
Original estimate included impact panels, but special provisions eliminate all but a one foot strip next to the expansion joint.					
P.A. 2	Pave Pipe Trench	SQ.YD.	59	109.01	+85
The actual paving required was greater than estimated.					
P.A. 11	General Backfill	CU.YD.	4000	336	-92
Ground conditions proved more favorable than first thought and general backfill for trenches was not required.					
P.A. 21	Bituminous Base in Intersection	TON	588	539.26	- 8
Actual area paved less than assumed for estimated quantity.					
P.A. 23	Cement Treated Subgrade	SQ.YD.	5100	4658.2	-16
	Cement for Treated Subgrade	TON	65	85.99	+32
Cement treated area was less than estimated due to change to aggregate base at bridge ends. Cement required was greater because mix design required a greater percentage of cement added than was originally estimated.					
P.A. 30	Excavate Subgrade	CU.YD.	223.7	157.3	-30
	8"-0 Pit Run Rock	CU.YD.	194.4	133.5	-31
This was for soft spots in the subgrade, the extent of which was unknown until excavation took place.					

<table>
<tr><th>ITEM NO.</th><th>ITEM</th><th>UNIT</th><th>ORIGINAL</th><th>SEMI-FINAL</th><th>+%</th></tr>
<tr><td>E.W.O. 8</td><td>6" CMP Drain Pipe</td><td>$</td><td>8472.70</td><td>5786.08</td><td>-32</td></tr>
<tr><td colspan="6">This pipe was for subsurface drainage as part of soft spot stabilization and quantity could not be determined exactly prior to excavation.</td></tr>
<tr><td>E.W.O. 14</td><td>Remove Driveway Ramp and Sidewalk Reinforce Ramp</td><td>$</td><td>5437.12</td><td>7444.27</td><td>+37</td></tr>
<tr><td colspan="6">Additional driveways, ramps and sidewalk were added as the need for replacement became evident.</td></tr>
<tr><td>S.F.O. 1</td><td>Water Bureau Relocate and Adjust</td><td>$</td><td>93,051.46</td><td>123,110.52</td><td>+32</td></tr>
<tr><td colspan="6">Unanticipated work, complications in planned work and rising labor, equipment and material costs all contributed to this overrun.</td></tr>
<tr><td>S.F.O. 2</td><td>Relocate and Adjust SPTC RR Utilities</td><td>$</td><td>429,149.01</td><td>250,647.27</td><td>-42</td></tr>
<tr><td colspan="6">Apparently, SPTC did not have to do all of the work they had anticipated and the work accomplished was done at lower cost.</td></tr>
<tr><td>S.F.O. 6</td><td>Engr. by City of Portland</td><td>$</td><td>324,395.48</td><td>400,000.00</td><td>+23</td></tr>
<tr><td colspan="6">This was a long and complicated project which combined with higher average wage scale caused the construction engineering to overrun.</td></tr>
<tr><td>S.F.O. 7</td><td>SPRR Protection Costs</td><td>$</td><td>190,000.00</td><td>97,000.00</td><td>-49</td></tr>
<tr><td colspan="6">Protection costs were lower than estimated because inspector was not required throughout entire job and flagmen and herders were not required very often.</td></tr>
<tr><td>S.F.O. 9</td><td>City Perform Temporary Pavement Striping</td><td>$</td><td>1000.00</td><td>3385.49</td><td>+239</td></tr>
<tr><td colspan="6">When this was estimated, the amount of striping for each part of each stage was not apparent and safety requirements dictated the use of more than the estimated amount.</td></tr>
<tr><td>S.F.O. 15</td><td>Connect 8" Water Service to 16" Main</td><td>$</td><td>11,137.01</td><td>8603.78</td><td>-23</td></tr>
<tr><td colspan="6">The Water Bureau did not have to do all of the anticipated work and did the job more quickly than assumed for the estimate.</td></tr>
</table>

9210

January 28, 1983

Carney, Cornelius & Buckley
Attorneys at Law
410 Riviera Plaza
1618 S.W. First Avenue
Portland, OR 97201

CON 5
#9210

Attention: Stephen H. Buckley

Gentlemen or Ladies:

Thank you for your letter of January 21, 1983, informing us that your client, the AGC-International Union of Operating Engineers Trust Funds, is withdrawing their claim in the amount of $1,934.24 plus liquidated damages for $211.10, interest and attorney fees for fringe benefits due employees of R. A. Heintz Construction Co.

You state this is in reference to the Hamilton Construction Company Contract No. 9210 for work on S.E. 17th Avenue-S.E. 28th Avenue (Portland) Section of FAU 9793 in Multnomah County.

This information will be noted in our records and we will advise the surety and prime contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

CARNEY, CORNELIUS & BUCKLEY
ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 221-0611

RICHARD R. CARNEY
DARRELL L. CORNELIUS
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
PAUL C. HAYS
DAVID D. LIPTON
LINDA J. LARKIN
STEPHEN H. BUCKLEY
RALPH E. WISER III

January 21, 1983

9210

Union Indemnity Insurance Company
c/o Northwest Bonding Agency
9670 S. W. Beaverton Highway
Beaverton, Oregon 97075

Re: Bond Claim Filed by the AGC-Operating Engineers Trust Funds Against Bond No. UI 32303

Dear Sir or Madam:

On or about December 13, 1982, I filed a Notice of a Claim on a Public Works Bond on behalf of my client, the AGC-International Union of Operating Engineers Trust Funds on which R. A. Heintz Construction Co. was the principal, and Union Indemnity Insurance Company was the surety. The Bond No. was UI 32303. All the claims of my client arising under this Bond have been satisfied and I now wish to withdraw the Notice of Claim.

Please feel free to contact me if you have any questions.

Very truly yours,

CARNEY, CORNELIUS & BUCKLEY

/s/ STEPHEN H. BUCKLEY
Stephen H. Buckley

SHB:rb

cc: Donald Robertson, Esquire
Robert Gormsen, Dept. of Transportation
James Sly, Hamilton Construction Co.
Eric Larson, Esquire

RECEIVED
JAN 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9210

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9793(2) SE 17th
SE Milwaukie Blvd. Sec, SE Holgate Blvd
Multnomah County
Ref: Doug Luth Memo (1-18-83)

Date. January 24, 1983

Reply to Attn. of: HRW-OR

From: Division Administrator

NOTED
L. S. HUNTER

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

As requested, we have reviewed the letter utilized by the City of Portland for seeking permission to enter upon private property during the reconstruction of sidewalks and driveways as part of the subject street improvement project.

The letter does not comply with the provisions of paragraph 4r of FHPM 7-2-1 which requires that property owners be fully informed of their rights to receive just compensation for the acquisition of real property or interest therein for a Federally-assisted highway project.

Based on the contents of the letter, it appears that the actual right-of-way requirements for the physical construction of the proposed project have not been determined. The specific right-of-way needs of the proposed construction project should be established prior to requesting donation of any real property rights or proceeding with the acquisition of real property rights.

Should you have any further questions as a result of your monitoring activities, please contact us.

John [illegible]
for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Doug Luth, R/W)

RECEIVED
TECHNICAL SERVICES
JAN 25 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7210

Portland

RECEIVED

ROAD DESIGN
SECTION

RESIDENT ENGINEER'S NARRATIVE REPORT

SE 17th Avenue to SE 28th Avenue (Portland)
FAU 9793 (SE Holgate Blvd.)

This report is divided into several sections, the first two of which are a general description of the project and a general progress summary. Detailed information on each major part of the project follows and is organized by work area: Roadwork, Strucuture, Illumination, Traffic Signals and Landscaping. Each of these is divided into more specific subareas and only those with some specific recommendation or problem are listed.

General Project Description

Widen to four lanes and reconstruct SE Holgate Blvd. over the entire right-of-way from SE 17th Avenue to SE 28th Avenue. Remove the existing 2 lane overpass of Southern Pacific Transportation Company's Brooklyn Railroad yard and replace with a four lane structure. Install illumination and traffic signals. Improve three side streets to provide access to properties affected by a change in grade for the intersection of SE 24th Avenue and SE Holgate Blvd. Also included reconstruction and upgrading of a water main and services.

General Project Progress

Project began in January of 1981 with preparation to widen Holgate on the north side from 17th to the bridge and improvement of the side streets for access to SE 24th. The power transmission lines owned by Portland General Electric proved to be a major problem because the utility and the City disputed who should pay for the required relocation from the work area. The dispute was not resolved since PGE decided to relocate their facilities prior to any legal action. Once the utilities were cleared, construction of the street widening on the north side was started. At the same time, on the south side of Holgate, retaining wall C and remodeling of the building at SE 24th were begun so that they would be complete for construction of the street widening and grade change of Holgate.

Stage II construction began in April 1981. This phase of the project involved demolition of the existing roadway and sidewalk from the south property line of Holgate to centerline from 17th to 28th. Traffic was diverted to the north lanes of Holgate. Because of wet weather, completion of the subgrade preparation and paving of the base lifts took longer than expected and one property owner complained about access. A large deep soft spot in the subgrade and excess ground water also caused problems. Stage II was completed in July and Stage III immediately started.

Stage III construction began with demolition and reconstruction of the existing roadway and sidewalk on the north side of Holgate from north property line to centerline from 17th to 28th. This stage also required construction of retaining walls on the north side of Holgate to facilitate the grade change required at 24th. Problems encountered during this phase were gas lines that were too close to the subgrade, more soft spots and ground water problems. When State III was done, the roadway and sidewalks were complete from 17th to the bridge and from the bridge to 28th with the exception of the transitions and placement of the final lift of paving.

Construction of the south half of the new overpass was part of Stage IV construction and in order to maintain traffic on Holgate, the existing bridge was moved (as a complete unit) 21 feet north to serve as a temporary bypass. The move was accomplished in one three day period over a weekend so traffic disruption was slight. There were no major problems with the move. Although Stage IV work began in November and was a little slower due to winter weather, the project still rapidly progressed. A major problem became apparent during the pile driving; most piles overran their estimated length 100 percent. By February 1982 the contractor was setting the beams and in April the south half of the new overpass was done.

Stage V construction, which included demolition of the old structure, was started immediately. The piling for the footings of the north half of the bridge were similar in length to those on the south half so the total piling used was approximately twice the estimated amount. The beams for the north half of the structure were in place by the middle of July 1982. The project was essentially complete in September with the final inspection in October. One time extension of 31 calendar days was granted for delays due to utility relocation work.

Roadwork

Temporary protection and direction of traffic: Some questions are not completely covered by the specifications as written. Because this project was constructed in stages over a long period of time, it was vital to insure access for property owners located within the project limits. A dispute was generated over provision of adequate access by the contractor. A specific requirement that the contractor provide all-weather access at his expense in the Special Provisions may have been the way to avoid the problem. The contractor also questioned whether payment for moving signs is included in the item for "Temporary Protection and Direction of Traffic" on several different occasions. Including of a statement to that effect in the specifications might help.

On this particular project, I believe the contractor realized the estimated quantity of temporary reflective pavement markers did not match the quantity shown on the plans and therefore inflated the unit price.

Temporary Illumination: When this project was originally designed, the assumption was that the existing street lighting could remain in place until the new street lights were completed. As a result, the contract only provided for additional illumination at the bridge. However, when in construction it became apparent additional lighting was required. This was a coordination problem between PGE, Bureau of Street Lighting and the Bureau of Street and Structural Engineering.

Removal of Northerly Portion of Building and Construction of Closure Wall on Building: To widen Holgate, remodeling of the structure at 2400 SE Holage was necessary. Removal of the north part of the building went well although some requirement for weather protection for the remainder should have been made in the Special Provisions. The closure wall could not be temporary as called for by the plans and specifications since the City of Portland Bureau of Buildings insisted on equivalent construction. This problem was unanticipated since the Bureau of Buildings made no comment when shown preliminary plans.

Embankment in Place: The specifications covering this item lead to a dispute over measurement of quantity in two different areas. The contractor maintained that the measurement for embankment in place should be made after demolition of the existing paving. That way he would be paid for the volume of embankment necessary to replace the removed paving. In this case, the section of the specifications defining measurement could have been more specific, saying that measurement from existing ground means prior to any demolition or excavation. The contractor also requested payment for removal of material placed for the temporary transitions to the bypass structure. Again, specific mention of temporary work would have avoided the disagreement.

Finishing Roadbed and Slopes: Slope finishing was a problem because of the pedestrian traffic across them that would damage them on a regular basis. A solution to this problem was not found, the slopes were refinished just prior to seeding and mulching and were still damaged.

Aggregate Base: A claim was made that excess water in the base rock caused a subgrade failure but from the moisture content in the sample from the same area it was shown to be within normal limits.

Lime Treated Subgrade: This proved to be a good economical way to stabilize the subgrade. There were some minor problems with blowing dust from the treatment, but only until water was added and the soil remixed. However, the Special Provisions should have called for changing the method of treatment in the embankment areas since these areas are required to be constructed of granular materials which lime will not stabilize. The treatment of the embankment areas was changed to cement and this worked very well. It was also difficult to insure proper treatment of the subgrade next to obstructions such as inlets, manholes and valve boxes. Due to the requirements for stage construction, there were small areas at each end of the bridge that would have required treatment separately. Because of the size of the machine required to do the work, it would have been difficult to do. Therefore, the treated subgrade was replaced with an equivalent thickness of aggregate base.

Class C Asphalt Concrete Mixture: As originally conceived, the work done for the temporary bypass was to be lumped under one item titled "Holgate Temporary Bypass". Then, if the contractor were to pursue another method for the detour and structure, none of the other bid items would have been affected.

However, when the scope of the bypass bid item was described, the paving, asphalt walks, embankment and other ancillitory items were left out. The estimated quantities for these bid items did not include the bypass work so these items overran. In the case of Class C asphalt approximately 440 tons or about 15 percent. With a more careful comparision of the specifications and estimated quantities this problem might have been discovered and corrected.

Asphalt in Tack Coat: There was a consistant problem in getting the contractor to properly document the weight of tack coat actually used. This is not a specification problem, only one of a sub-contractor not performing as he should.

Sewer Pipe: One run of 18" CSP was left off the bid tabulation even though it's quite apparent on the plans. This required a Price Agreement which generated a claim due to unanticipated shoring requirements. That claim was justified and paid. Some inlet leads required the use of cast iron pipe instead of concrete sewer pipe where clearance between the lead and the 16" water main was limited. Better coordination during design of the water main could have avoided the conflicts.

Special Filter Material in Drains: The contractor ordered and used a material that he thought was satisfactory and when tested proved to be out of specification. He subsequently attempted to obtain the material as specified and said for small quantities (which this was) the material had availibility problems.

Drain Pipe: It was necessary to install drain pipe in locations not called for on the plans. One location was behind a retaining wall. This was caused by a revision in the standard plan that was made between design and bid. Weep holes were eliminated from the standard plan and pipe used instead but the pipe did not appear on the wall elevation details or in the pipe summary. The other locations were in soft spots discovered in the subgrade that had excess ground water as a contributing cause and the drain pipe was installed to control it.

CL-6R Chain Link Fence: Owner of the lot at the northeast corner of 24th and Holgate complained that the fence installed on the north property line of SE Holgate Blvd. did not match the rest of the fence on his property. The fence was removed and replaced with fencing that was an approximate match. A better field-check could have caught the error.

Concrete Sidewalks and Curbs: It was necessary to replace two driveways and part of a third on this project. The failure of the first driveway at station Ho 11+75 right was at first thought to be the result of impact from loaded semi-trailer jackstands. The driveway was originally unreinforced so it was replaced with a reinforced section. The grade was also changed slightly and no further problems occurred. The driveway on the opposite side of Holgate was then constructed of unreinforced concrete with some adjustment in grade to prevent the impacts the south side experienced. Unfortunately it also failed and was replaced with a reinforced section. After that, it was apparent that the cause of both failures was heavily loaded trucks using the driveways at speeds that imparted a lot of impact. In retrospect, maybe this should have been expected, but normally driveways are not subjected to this kind of load repeated many times each day.

Another driveway on SE Pardee was partially replaced. This failure was caused by heavy trucks using the ramp in an area that is not improved behind the sidewalk. Because water could enter the subgrade, some pumping probably started the failure of the ramp. Since the driveway was unreinforced, it didn't take much movement to continue the failure. This ramp was replaced with a thicker reinforced section and no new problems have occurred.

Several curb ramp sections cracked and were replaced with reinforced ramps. The failures were caused by a combination of traffic moving over them (they are not designed for traffic loads) and by their geometry. Sidewalks on this project are only seven feet wide. Therefore, at corners, the distance from the intersection of the back of walk (property corner) to the face of curb is very short. The weakest section of the ramp is at this location and cracking just from shrinkage and thermal movement is very likely. The ramps that cracked were replaced with reinforced ramps and the ramps that were constructed later in the project were also reinforced. No new problems with the ramps occurred. Ramps with similar geometry on future projects should be reinforced.

Asphalt Walks: Because there were two types of asphalt walks on this project, some confusion resulted. The two types were: permanent asphalt walks - 3 inches of Class C asphaltic concrete on 4 inches of aggregate base - and temporary walks as part of the bypass - 2 inches of Class C asphaltic concrete. The contractor claimed he should be paid for asphalt walks for the temporary work since no other bid item covered it. A price agreement was negotiated but it would have been easier to have a separate bid item or else include it in the scope of work for the temporary bypass work.

Adjusting Manholes: During reconstruction of Holgate, some manholes actually required reconstruction instead of just adjustment. A price agreement was negotiated to cover the extra work. This problem would have been very difficult to predict since conditions requiring reconstruction were not known until construction had started.

Water Main Installation: The City of Portland Water Bureau changed the pipe for the 16 inch water main across the bridge from steel pipe to ductile iron pipe. Because the outside diameter was different, the hangers had to be rebent. (City Water Bureau did the rebending.) Even after rebending, the fit-up was more difficult than reasonable and this resulted in a claim from the contractor.

When the connection between the new and existing water mains was made at 26th and Holgate, extra work was required due to unanticipated conflicts.

Neither of these problems could have been forseen prior to consturction and the specifications covering this work were adequate. However, the part of the specifications that covered backfilling the trench for the water line installation was not completely clear when describing payment for imported backfill material. Standard City of Portland Water Bureau practice is that imported backfill is part of the lump sum price for installation. The contractor disagreed, making a claim for the backfill. This problem could have been avoided with a direct reference to payment in the Special Provisions.

Structure

Holgate Temporary Bypass Structure: A method to use the existing four span bridge as a bypass structure was designed and detailed in the contract plans. The method basically involved jacking the existing structure up as a unit (including the bents), moving it 21 feet north, lowering it and constructing temporary connections to the roadway at each end. That provided sufficient clearance to construct the south half of the new structure.

8 P.M. Friday to 6 A.M. Tuesday was set for the maximum duration of traffic closure. The Special Provisions allowed submission of alternatives. The contractor used the basic scheme outlined with some alteration of the details. Overall, the performance of the move as excellent with one technical problem. The contractor decided to use teflon bearings to slide the structure over instead of the rollers as detailed on the plans. The teflon bearings were supposed to slide on a teflon strip that was glued to the top flange of the slide beams that were anchored to a concrete foundation. When the horizontal jacking began, the bearings under the columns somehow gouged into the teflon glued to the slide beams; broke the glue bond and crumpled the tefon in advance of the bearing passing over it. With careful experimentation, it was determined that teflon to steel contact was sufficient and the move was completed without further incident. All of the work to resume traffic by Tuesday at 6 A.M. was completed in advance of the deadline. The contractor did an excellent job of scheduling and completed all the work without continuous shifts.

Bridge Removal Work: The only problem with this part of the work was getting approval for the contractor's method of operation. The plans called for solid sheathing to protect the railroad tracks underneath. The contractor convinced the Southern Pacific Transportation Company that this would cause clearance problems and some delays. Southern Pacific and the contractor worked out a method satisfactory to both and the demolition was completed rapidly, without incident.

Furnish Pile Driving Equipment

Furnish HP 12x53 Steel Piling

Drive Steel Piles: These items were in dispute because the final qunatity of piling overran the estimated amount by approximately 100 percent. The contractor made a significant claim for extra move-in and move-out time in railroad yard, for splicing and for increased material costs. This claim has been dropped, the overrun occurred because site foundation conditions made the piling perform differently than anticipated from the soil borings. The piling were supposed to penetrate soft surface layers and develop their design capacity in partial penetration of a gravel layer. However, the piling completely penetrated the gravel layer prior to obtaining design capacity and came to bearing on a deeper gravel layer.

Drilling Pile Holes: Some of the piling for this structure were installed close to an old brick sewer. To help prevent transmission of pile driving vibrations to the pipe and possibly damaging it, drilling a hole to below the sewer invert was specified. The pile was then to be set in the hole and driven. The intent was to have a clear hole so the vibration would be minimized but the Special Provisions did not address whether the hole was required to be clear or not. The contractor's method of operation did not provide a clear hole so a dispute over payment was generated. Since the contractor continued his operation and drove piling in these holes, acceptance was by implication because the work was not ordered stopped. Therefore payment was made for the length of hold drilled as described by plan elevation. The dispute could have been avoided if the Special Provisions had clearly stated the required conditions of acceptable work.

Expansion Joints: The contractor claimed that the expansion joint details as shown on the plans were not buildable within current precast concrete manufacturing tolerances. Minor modification of the detail (which was from a standard plan) was acceptable to the contractor and supplier at no additional charge. The problem was not immediately apparent to either the contractor or supplier so it seems unlikely to have been anticipated. The solution was simple and involved no extra cost. Paving next to the joint proved to be a problem. The paving subcontractor did not leave the paving next to the joint high enough on the south half of the structure so each joint created a bump. An attempt was made to fill the low spots with skin patches. The patches, however, did not perform-with raveling beginning almost immediately. Removal of the patches and pavement to a minimum depth of 1 inch and replacement will provide a durable repair. This problem occurred even though the inspector had cautioned the paving crew supervisor about the proper elevation of the paving next to the joint.

Prestressed Box Beams: An addendum was issued changing the embedded overhanging sidewalk reinforcement to epoxy coated; the supplier and plant inspector missed it. The error was caught prior to completion of all beams but some required repair. The problem could have been avoided with direct contact to the inspector, although this should not have been required. The change in expansion joint detail was discussed above. Some variation in skew angle of the beam ends and variation in width and length caused placement problems. The placement problem was aggrevated by some variation in dowel hole dimension from the end of the beams. This caused a major problem with coring the cross beams on the piers for the dowels; major reinforcement conflicted with some holes requiring coring the box beam and the cross beam in a new location. When considering placement of the beams on the north half of the structure, the contractor became concerned that the coupler nut, as detailed on the plans as a conncetion for the tie rods, would not work. With accurate measurements of the beams as manufactured, a scale layout for the erection of the beams was made by the fabricator. This showed that with careful control of the placement of the beams, it would be possible to make the tie rod connections and clear the reinforcement in the cross beam with the cores required for dowel placement. The beam erection went very smoothly with no problems. With as much planning, it should have been possible for the contractor to avoid the problem with conflicts on the first (south) half.

Aluminum Fascia Panels: Because the panels are long, a change in material specification was required to get the correct length. In fabrication, some problems developed with the welds for the stiffening angles causing some distortion. Minor adjustments in the welding scheme produced acceptable results. Erection went smoothly and the result is a much more pleasing appearance than the suspended waterline would give. Although the bridge is located in an industrial area it is visible from major arterial streets in the area so its appearance is important.

Asphalt Membrane: Two options for a water-proofing membrane were specified and the contractor selected the use of "Boni-fiber" reinforced asphalt. Some problems with the mixture "walking" and tearing as it was rolled were experienced. This could have been caused by the heavy tack coat applied. There were problems with compacting the mix around the paving dam anchor bolts and movement of the upright leg of the paving dam when equipment was ramped over, it occurred. Both of these problems could have contributed to the water leaks that developed in the deck. It appears that the membrane may leak at both the paving dam and over the shear keys between the box beams.

Illumination: A few minor problems occurred. The paint on the poles required quite a bit of touch-up after erection, it might have been better to have the painting done after erection. The poles were fabricated with a drop connection fitting at the top that required plugging. The fuse in the base of the 400 watt fixture had the same capacity as the 200 watt fixtures and the fuse kept blowing until a fuse was used that had a higher rating. A fuse with the higher rating could have been specified.

Traffic Signal Installation: Some minor problems occurred on this item also. Some of the strain poles were incorrectly fabricated - penatrations were mislocated. Plug welds and cold galvanizing were used to repair the poles. This was a fabricator error. A few of the Walk-Wait signals had bad ballasts that caused the signal to flicker and operate erratically. These were replaced. The Bureau of Traffic Engineering changed their design for the intersection of SE 17th and Holgate and requested the left turn signal from 17th to Holgate be eliminated. The change was made at no cost.

Landscaping

Roadside Seeding and Mulching: Damage to the area seeded was a problem because of pedestrian traffic over it from the railroad yard to Holgate. A performance criteria for the seeding might be usefut since the specification do not currently address what an adequate result is.

SLB:mm

1/5/83

9210

December 28, 1982

Carney, Probst, Cornelius & Buckley
Attorneys at Law
1618 S.W. First Avenue
Portland, OR 97201

CON 5
#9210

Attention: Stephen H. Buckley

Gentlemen:

This will acknowledge the Notice of Claim dated December 13, 1982, on behalf of AGC-Operating Engineers Trust Funds concerning the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Trust Funds
AMOUNT:	$1,934.24 plus liquidated damages in the sum of $211.10, interest and attorney fees
FOR:	Fringe benefits due employees of R. A. Heintz Construction Co.
AGAINST: (Prime Contractor)	Hamilton Construction Company
CONTRACT NO.	9210
PROJECT:	SE 17th Ave.-SE 28th Ave. (Portland), SE Holgate Boulevard, Multnomah County
SURETY:	Transamerica Insurance Company
AGENT:	Hansen & Rowland Inc. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED
gs 12/28/82

js
cc: Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland Inc. of Oregon
13[illegible]1 N.W. 21st Avenue
Portland, OR 97209

bc: Sec. of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

NOTICE OF CLAIM ON PUBLIC WORKS BOND

TO: State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Notice is hereby given that the AGC-International Union of Operating Engineers, Local 701 Pension Fund, the AGC-International Union of Operating Engineers, Local 701 Health and Welfare Trust Fund, the AGC-International Union of Operating Engineers, Local 701 Vacation Trust Fund, the AGC-International Union of Operating Engineers, Local 701 Training Trust Fund, and the Construction Industry Advancement Fund have a claim for fringe benefits for the months of March, 1982 through September, 1982 due to the employees of R. A. Heintz Construction Co. working under the jurisdiction of the International Union of Operating Engineers, Local 701 in the sum of ONE THOUSAND NINE HUNDRED THIRTY-FOUR AND 24/100 DOLLARS ($1,934.24) together with liquidated damages in the sum of TWO HUNDRED ELEVEN AND 10/100 DOLLARS ($211.10), interest thereon and attorney fees against Bond No. UI32303 on which R. A. HEINTZ CONSTRUCTION CO. is the principal, UNION INDMENITY INSURANCE COMPANY is the surety, and the State of Oregon, Department of Transportation, Highway Division is the owner of the project known as Contract No. 9210, S. E. 17th - S. E. 28th Avenue (Holgate Boulevard) in Portland, Oregon.

Dated: December 13, 1982.

CARNEY, CORNELIUS & BUCKLEY

Stephen H. Buckley
Of Attorneys for the AGC-Operating
Engineers Trust Funds

410 Riviera Plaza
1618 S. W. First Avenue
Portland, Oregon 97201
Telephone: (503) 221-0611

CERTIFIED
P21 4748012
MAIL

RECEIVED
DEC 15 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Con

August 17, 1982

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Time Extension Request
SE 17th Ave. - SE 28th Ave.
(Portland)
Contract No. 9210
FAP No. IX-9793(3)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. In accordance with the provisions of Section 108.09 of the Standard Specifications, a contract time extension of 31 calendar days is granted due to possible delays resulting from the relocation and/or adjustment of utility facilities by utility companies.

This granting of additional contract time is in accordance with the provisions of the contract and in no way revises, alters, amends or changes any provision of our contract with you and any claim for additional compensation will be reviewed and decided in accordance with the provisions of the contract. Your attention is directed to Sections 105.06, 108.09 and other sections of the contract relative to delays and additional compensation.

The revised time of completion for this contract is 711 calendar days. Should you wish to submit additional data or to review this matter further, please contact Project Manager Barrett.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jerry Street w/att.
Steve L. Barrett
City of Portland w/att.
FHWA w/att.
Bob Church 14 C.D. = P; 17 C.D. = N.P.

STATE OF OREGON **INTEROFFICE MEMO**

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CAE
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JUN 14 1982
CONSTRUCTION SECTION
OM
A
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CP

TO: M.A. Craft
Region I Construction Engineer

DATE: June 4, 1982

S ARE CE PPM
CCA Metro Region
SD PA EM LM

FROM: Jerry C. Street
Project Manager
Jerry C. Street

SUBJECT: S.E. 17th to 28th Avenues(Portland)
FAU 9793(Holgate Blvd.)
Contract No.9210
Time Extension Claim

Attached for your review find 2 copies each of the following documents:

1. City transmittal Letter dated May 3, 1982.
2. Contractor's Request for Adjustment of Contract Time.
3. City's Analysis of Time Extension Claim dated April 29, 1982, ncluding 2 graphs.
4. Contractor's Letter dated January 8, 1982.
5. Contractor's Time Extension Request Analysis dated December 7, 1981, including 3 graphs.
6. City September 17, 1981 Letter to the Contractor.
7. Contractor's September 2, 1981 Notification Letter.
8. Contractor's July 17, 1982 Notification Letter. 1981 ?
9. City May 5, 1981 Letter to the Contractor.
10. Contractor's April 29, 1981 Notification Letter.
11. Contractor's January 23, 1981 Notification Letter.

All of these documents involve the Contractor's Claim for 8 weeks time extension to the original Contract Time for Utility delays. These delays involved both the Portland General Electric Co. and Northwest Natural Gas Co.. The Utility work was noted in the Project Plans and Specifications.

This Contract was awarded on November 5, 1980, and the pre-construction conference was held on November 21, 1980. Hamilton Construction presented a work schedule which showed them commencing Stage I construction on January 19, 1981. They asked that the major utility relocation work be done in that area prior to that date. It was pointed out that PGE and the City were at odds over who should pay for PGE relocation of transmission lines. This dispute was not resolved at this meeting. Later PGE's slow relocation of the power poles held up the Contractor as stated in Steve Barrett's analysis. I agree with Steve's accessment of 10 days.

Again, the Contractor was delayed by Utilities, in this case Northwest Natural Gas Co.. During Stage II construction 2 small gas service lines had to be lowered at a loss of 2 days. During Stage III construction the major gas line between 17th and 19th and between 24th and 28th Avenues along the north side of Holgate had to be lowered delaying the Contractor another 10 days as per Steve's analysis. This total adds up to be 22 days that the Contractor was delayed waiting for Utility work beyond what was

cc. Bryant Jackman with original attach.
I recommend we grant the 22 days as analyzed and justified by Steve Barrett and Jerry Street. Marvin Craft
6-10-82

to be anticipated.

The Contractor's original schedule presented at the Pre-Construction Conference shows him completing the project on July 23, 1982 or 2 months prior to date that we require the project to be completed by. These utility delays will move that date back by some amount. The Contractor estimates this to be 8 weeks. Steve Barrett indicates that Utility delays are only responsible for 22 day delay. At this time it appears that the Contractor should complete the project by September 1, 1982. From reviewing the schedule presented at the Pre-Construction Conference, the Contractor completed work on Stages I thru III as projected. He moved traffic onto relocated by-pass Structure on October 27, 1981 and began Stage IV the next day, one week ahead of projected schedule. Therefore Utility delays which all occurred in Stages I thru III are not reflected in the Contractor's original schedule. The main reason the Contractor is making this claim for time extension (even though it will not be needed) is to establish grounds for claiming office and site overhead costs for Utility Delays. This will be foreword to you in the near future. I agree with Steve Barrett's analysis of this time extension claim and recommend we grant the Contractor 22 additional days to complete this Contract if they are needed.

8-13-82

JCS:ah

W.E Schwartz:

I concur with Project Manager to grant a time extension of 22 working days, or 22 X 1.4 = 31 calendar days, due to the claimed utility delays.

The PGE delay of 10 working days (14 calenda days) is work that could have been done by the utility before Phase I and therefore is FHWA non-participating.

The gas line adjustment work had to be done in conjunction with Phases II and III and this 12 working day (17 calendar day) delay should be FHWA participating and will be so coded.

Attachments

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date....January 12, ..., 19..82........

Gentlemen:

We, the undersigned respectfully request an adjustment of contract time from .....October 30, ..1982 .... to ....December 25, 1982 ...., within which to complete Section ..work on SE 17th. - SE 28th. section of FAU9793, Contract No....9210............, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

The contract work was delayed as set forth in our letter dated December 7, 1981, which is attached.

Respectfully Submitted,

HAMILTON CONSTRUCTION CO. (ORE)
Contractor

By .... James R. [illegible]
Project Manager

CONSENT OF SURETY

Date......January 12 ...., 19...82.......

We, ... TRANSAMERICA INSURANCE COMPANY ...., as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

TRANSAMERICA INSURANCE COMPANY
H T Duren ....
H. T. Duren Attorney-in-fact

HANSEN & ROWLAND, INC. OF OREGON
....
Ethel Wold Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

SEE ATTACHED REPORT

Approved: ....
Assistant State Highway Engineer

FORM 734-3320 (Rev 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

April 29, 1982

SUBJECT: ENGINEER'S FINDINGS ON CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

SE 17th Avenue - SE 28th Avenue (Portland)
FAU 9793 (SE Holgate Blvd.)
FAP IX-9793(3)
Contract No. 9210

Hamilton actually started work on this job on 1/19/81. On 1/23/81, Jim Sly of Hamilton sent a letter setting three dates for deadlines for the utility relocations to be accomplished by P.G.E.. The power poles on the south side west of the bridge had a completion deadline of 2/20/81 and the poles on the north side had a completion deadline of 2/27/81. This work was complete by 3/4/81, allowing a switch to Stage I traffic on 3/5/81 (actually not done until 3/9/81) for a maximum delay of 8 working days. The third deadline was 3/20/81 for relocating the poles on the south side east of the bridge allowing a switch to Stage II construction. Stage II traffic was in effect on 4/6/81 for a maximum delay of 10 working days. Therefore P.G.E. delayed Hamilton a maximum of 10 working days from switching to Stage II construction.

During Stage II construction, two gas lines were found that had insufficient cover and an unknown water vault caused some delay in the demolition of the existing structures and obstructions from 17th to 19th on the south side of Holgate. Since the demolition could continue in portions of that distance and from 19th to the bridge, the total delay was only two working days. By April 24, 1982 Hamilton had therefore been delayed a total of 12 working days.

Hamilton claims that work to lower the gas line shown on the plans from SE 24th Avenue to SE 28th Avenue on the north side of Holgate delayed Stage III work 4 weeks. They also claim a delay of 1 week for lowering the gas line on the north side of Holgate from SE 17th Avenue to SE 19th Avenue. The claim for delay in these two areas assumes that demolition, embankment and grading is on the critical path.

This is true for the project as constructed but when other tasks are included it becomes apparent that the demolition, embankment and grading are not the only critical items. The foundation work and slide beams for the bypass was concurrent with the gas company work. Technical problems with the slide beams caused some delay in this work. That combined with compressing the time line for the bypass leads to a minimum construction time that is 17 working days shorter than October 24, 1982. Hamilton started construction of retaining wall A before Stage III began by pre-assembling the bins. Completion and backfill of this wall was required prior to embankment construction. Retaining walls A and B were constructed concurrently with the gas line work and because of that the maximum delay to the start of the embankment work was 10 working days. Drainage items and the installation of a perforated pipe to collect ground water were also constructed during the time span that the gas line was being lowered. In calculating the 10 working day delay above, these items were ignored.

On a straight day count basis, the grading and drainage subcontractor worked 31 out of a possible 33 workdays with a significant crew during the gas line work. Considering that some of the work might have been accelerated and the extent of the work on the bypass, I believe that a delay of 10 working days due to the gas line work is justified.

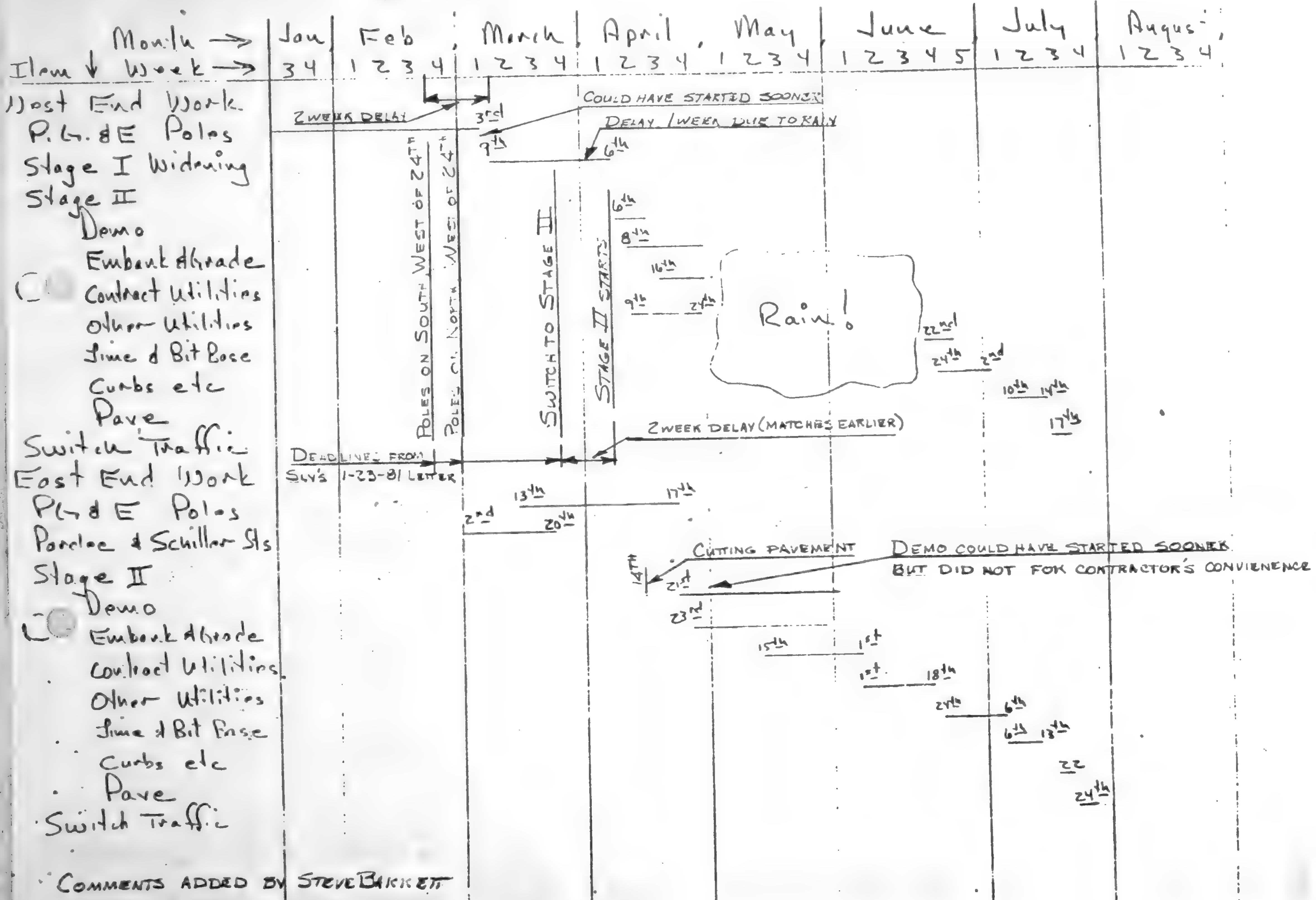
The delay due to utility problems is 10 days for P.G.E.'s line relocation and 2 days for NW. Natural Gas to adjust their lines at the west end of the project and 10 days for line adjustment at the east end for a total of 22 working days. The completion date would change from September 28, 1982 to October 28, 1982.

Steven L Barrett

Steven L. Barrett, P.E.
Project Manager
Bureau of Street & Structural Engineering

SLB:mm

Holgate - As Constructed Schedule Through Stage I & II

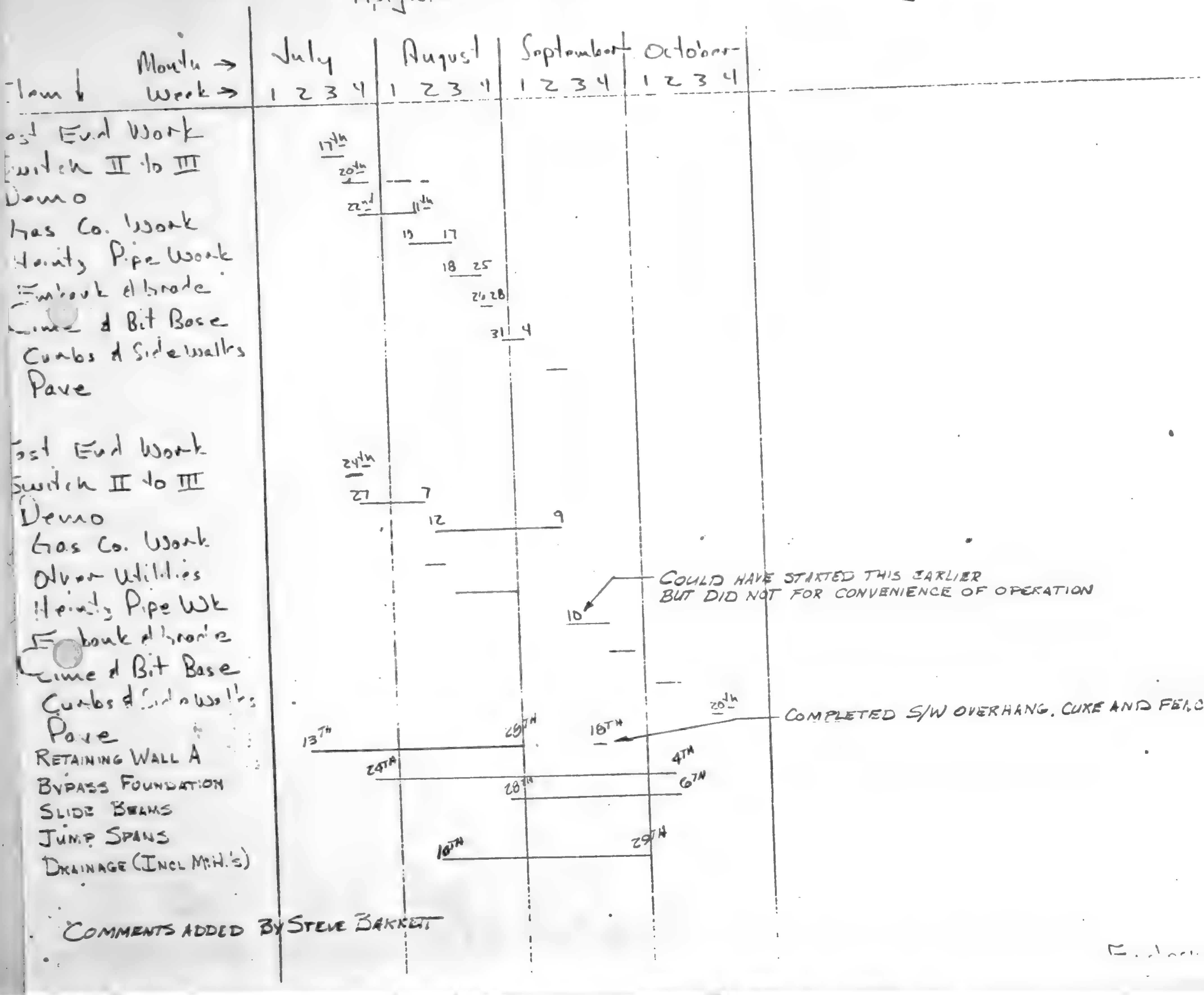


COMMENTS ADDED BY STEVE BARRETT

Enclosure T

Holgate As Constructed Schedule Stage III

[illegible]



COULD HAVE STARTED THIS EARLIER BUT DID NOT FOR CONVENIENCE OF OPERATION

COMPLETED S/W OVERHANG. CURB AND FENCE REQUIRED

COMMENTS ADDED BY STEVE BARRETT

Enclosure II

HAMILT CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

CORRES/
$ CLAIMS

January 8, 1982

Mr. Steven Barrett, P.E.
Resident Engineer
City of Portland
Suite 640
621 S.W. Alder
Portland, Oregon 97205

Subject: Holgate Blvd.
O.S.H.D. Contract NO.9210
Hamilton Construction Co. Job NO.780

Dear Steve:

This letter sets forth the compensation we seek for the delays encountered due to the PG&E poles and Northwest Natural Gas lines as discussed in our letter dated December 7, 1981.

We seek $26,759.00 for extended overhead and $9,509.00 for indirect costs due to inflation and weather. Attached please find our estimate sheets. We reserve the right to amend the indirect costs due to costs unforseen at this time.

We have requested consent of surety for a time extension of eight weeks which you should receive directly from the surety.

Very truly yours,

HAMILTON CONSTRUCTION CO.

James R. Sly
Project Manager

JRS:vb
enclosure
cc: Place w/enc.
cc: Lauderbaugh w/enc.
file: 780 P-1 without enc.
780 JX Pending Claims w/enc.

9210

file

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

August 9, 1982

Mr. Don Butler
Transamerica Insurance Group
700 N.E. Multnomah
Portland, Oregon 97232

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

Mr. Herb Duren
Hansen & Rowland, Inc.
P.O. Box 1633
Tacoma, Washington 98401

Mr. Eric Larsen
Husk, Gleaves, Swearingen, Larsen & Potter
P.O. Box 1147
Eugene, Oregon 97440

Subject: Hansen Electric/Roseburg Electric Wholesale Dispute
Holgate Blvd. Bridge Construction Project
O.S.H.D. Contract NO.9210
Hamilton Construction Co. Job NO.780

Gentlepeople:

On February 9, 1982, Mr. Ray Sims of Roseburg Electric Wholesale wrote to the Department of Transportation concerning payment for material that his firm had furnished to Hansen Electric for use on the subject project. Subsequent communications reached all of the addressees of this letter.

NOTED
FRAN NEAVOLL

fN

We recently received verbal and written communication from Roseburg Electric Wholesale that they have been paid in full for the material that they furnished to the subject project. A copy of their letter is enclosed.

Hansen Electric has about five minor items to complete on their subcontract, none of which involve much money.

Very truly yours,
HAMILTON CONSTRUCTION CO.

James R. Sly
Project Manager

JRS:vb
enclosure
cc:WTP
file:780JX Hansen Elect.

RECEIVED
AUG 10 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JX

MOTORS · GEAR MOTORS · NTROLS · TRANSFORMERS · LA · FUSES · TRANSMISSIONS

Roseburg Electric Wholesale, Inc.
1520 N. E. STEPHENS ST. • POST OFFICE BOX 1245
ROSEBURG, OREGON 97470
TELEPHONE (503) 673-6656

GENERAL ELECTRIC
MOTORS and CONTROL EQUIPMENT

WHOLESALE WIRING SUPPLIES

Hansen Elect.

RECEIVED AUG - 4 1982

August 3, 1982

Hamil ton Construction Co.
P. O. Box 659
Springfield, Oregon 97477-0121

Subject: Holgate Blvd.
O.S.H.D. Contract No. 9210
Hamilton Construction Co. Job No. 780

Attention: James R. Sly, Project Manager

Gentlemen:

This is to let you know that we have resolved the problems with Hansen Electric on the invoices on the above referenced job. We have received payment from Hansen and no longer have a balance owing on this job. Thank you for your co-operation.

Very truly yours,

ROSEBURG ELECTRIC WHOLESALE,INC.

Shirley A. Thompson

Shirley A. Thompson
Credit Manager

ST

cc: Hansen Electric
P. O. Box 1228
Coos Bay, Oregon 97420

RECEIVED
AUG 10 1982
CONSTRUCTION SERVICES
DEPARTMENT OF TRANSPORTATION

9210 7-30-82

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9793(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80410

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/30/82

8. FEDERAL ROUTE NUMBER FAU 9793

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

SE 17th Avenue - SE 28th Avenue (Holgate Blvd.) Section

11. GENERAL DESCRIPTION OF WORK

Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 7/23/82 I approve the revised costs for the adjustment by the Bureau of Water Works, City of Portland's water facilities with an authorization date of 10/15/80 to proceed with the work to a TC of $120,330.22 Federal Funds $102,280.69.

(Increase TC of $27,278.22 Federal Funds $23,186.69)

RECEIVED
STATE HWY ENGR
AUG 6 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 7/30/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9210

Law Offices
HUSK GLEAVES SWEARINGEN LARSEN & POTTER

Edward A. Butler (1905-1981)
Ronald W. Husk
Vernon D. Gleaves
Arlen C. Swearingen
Eric L. Larsen
Standlee G. Potter
John F. Rodda
Michael E. Farthing
Melvin J. Beck

Stephen O. Lane
William S. Wiley
Martha J. Rodman
Thomas B. Russell
J. Lee Lashway
Kenneth A. Williams
William H. Martin
Janet D. Robnett

Eighth Floor
975 Oak Street
Eugene, Oregon 97401

Telephone
(503) 686-8833

Correspondence
P.O. Box 1147
Eugene, Oregon 97440

February 24, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Hansen Electric Co.
P. O. Box 1228
Coos Bay, Oregon 97420

Re: Hamilton Construction Co. -
Roseburg Electric Wholesale, Inc. -
OSHD Contract No. 9210 (Holgate)

Gentlemen:

This office represents Hamilton Construction Company. We enclose copies of correspondence as follows:

1. February 9, 1982, letter from Roseburg Electric to Department of Transportation.
2. February 16, 1982, letter from D.O.T. to Roseburg Electric.
3. February 24, 1982, letter on behalf of Hamilton to United Pacific Insurance Co.

Hamilton requests that you resolve this matter as promptly as possible. Resolution needs to include notice to the D.O.T. from Roseburg Electric that no unpaid claim exists. Although Hamilton takes no position as to the merits of the dispute between Hansen Electric and Roseburg Electric, Hamilton will, as necessary, exercise its rights under the Subcontract of November 25, 1980, between Hamilton and Hansen Electric. In particular, your attention is directed to paragraph number 9 entitled "Indemnification" providing for reimbursement of Hamilton's attorney fees and costs incurred.

Very truly yours,

Eric L. Larsen

RECEIVED
FEB 25 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ELL:dm
Enclosures
cc: Hamilton Construction Co.
c/o William D. Peckham
Gary D. Rossi
Robert W. Gormsen
Herb Duren
United Pacific Insurance Co.
George Eaton

no response nec.

Law Offices

HUSK GLEAVES SWEARINGEN LARSEN & POTTER

EDWARD A. BUTLER (1906-1981)
RONALD W. HUSK
VERNON D. GLEAVES
ARLEN C. SWEARINGEN
ERIC L. LARSEN
STANDLEE G. POTTER
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK

STEPHEN O. LANE
WILLIAM S. WILEY
MARTHA J. RODMAN
THOMAS B. RUSSELL
J. LEE LASHWAY
KENNETH A. WILLIAMS
WILLIAM H. MARTIN
JANET D. ROBNETT

Eighth Floor
975 Oak Street
Eugene, Oregon 97401

Telephone
(503) 686-8833

Correspondence
P. O. Box 1147
Eugene, Oregon 97440

February 24, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

United Pacific Insurance Company
Bond Claims Department
Valley River Center
Eugene, Oregon 97401

Re: Subcontract Bond No. U35-16-83
Hansen Electric Co. - Hamilton Construction Co.

Gentlemen and Ladies:

This office represents Hamilton Construction Company. We enclose copies of correspondence as follows:

1. February 9, 1982, letter from Roseburg Electric to Department of Transportation.

2. February 16, 1982, letter from D.O.T. to Roseburg Electric.

3. February 24, 1982, letter on behalf of Hamilton to Hansen Electric Co.

Hamilton is a prime contractor under OSHD Contract No. 9210 (Holgate); Hansen Electric is a subcontractor of Hamilton; and Roseburg Electric Wholesale, Inc., is a material supplier of Hansen Electric.

Notice is hereby given by Hamilton of the claim for the sum of $5,452.32 plus 2% per month late charges made by Roseburg Electric to the Oregon Department of Transportation under the bond posted by Hamilton with the D.O.T. Notice is further hereby given that Hamilton has a like claim against the bond taken from Hansen Electric, as principal, and United Pacific Insurance Company, as surety, Hamilton Construction Co.

being the obligee, dated January 6, 1981, Hamilton's claim also including attorney fees and costs incurred by or on behalf of Hamilton in defense of the claim of Roseburg Electric.

Very truly yours,

Eric L. Larsen

ELL:dm
Enclosures

cc: Hamilton Construction Co.
c/o William D. Peckham
Gary D. Rossi
Robert W. Gormsen
Herb Duren
George Eaton
Hansen Electric Co.

RECEIVED
FEB 25 1982
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9210

Roseburg Electric Wholesale, Inc.
P. O. Box 1245
Roseburg, OR 97470

Attention: Ray O. Sims, President

RECEIVED FEB 17 1982

Gentlemen or Ladies:

This will acknowledge your claim of February 9, 1982, stating that you furnished material to Hansen Electric Company on Contract No. 9210 in the amount of $5,452.32.

Contract No. 9210 was awarded to Hamilton Construction Company for work on S.E. 17th Avenue-S.E. 28th Avenue (Portland) Section of S.E. Holgate Boulevard in Multnomah County.

The Transamerica Insurance Company through Hansen & Rowland, Inc. of Oregon furnished the bond on this contract. We will advise the surety, agent, and prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

RECEIVED
FEB 25 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0146

ORS · GEAR MOTORS · CONTROLS · TRANSFORMERS · LAMPS · FUSES · TRANSMISSIONS

Roseburg Electric Wholesale, Inc.

1520 N. E. STEPHENS ST. • POST OFFICE BOX 1245
ROSEBURG, OREGON 97470
TELEPHONE (503) 673-6656

GENERAL ELECTRIC
MOTORS and CONTROL EQUIPMENT

WHOLESALE WIRING SUPPLIES

February9, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: OSHD Contract No. 9210
Hansen Electric Co., Inc.
S. E. 17th to S.E. 28th
on S.E. Holgate Blvd.

Attention: Robert W. Gormsen
Commission Services

Gentlemen:

We, the undersigned, Roseburg Electric Wholesale,Inc. wish to file a claim for material furnished to Hansen Electric Co. for use on the above referenced OSHD Contract #9210. The claim is for the sum of $5452.32.

Late charges will be assessed per our standard policy of 2% per month on past due balances.

Very truly yours,

ROSEBURG ELECTRIC WHOLESALE,INC.

Ray O. Sims, President

ROS/st
cc: Hansen Electric Co., Inc.
P. O. Box 1228
Coos Bay, Oregon 97420

RECEIVED
FEB 25 1982
COMMIS[illegible]VICES
DEPART[illegible]TRANSPORTATION

CL-82-21 9210

files

VICTOR ATIYEH

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
FEB 17 1982
NORMA PAULUS
SECRETARY OF STATE

February 16, 1982

IN REPLY REFER TO
FILE NO.:

Roseburg Electric Wholesale, Inc.
P. O. Box 1245
Roseburg, OR 97470

FILED
FEB 17 1982
NORMA PAULUS
SECRETARY OF STATE

CON 5
#9210

Attention: Ray O. Sims, President

Gentlemen or Ladies:

This will acknowledge your claim of February 9, 1982, stating that you furnished material to Hansen Electric Company on Contract No. 9210 in the amount of $5,452.32.

Contract No. 9210 was awarded to Hamilton Construction Company for work on S.E. 17th Avenue-S.E. 28th Avenue (Portland) Section of S.E. Holgate Boulevard in Multnomah County.

The Transamerica Insurance Company through Hansen & Rowland, Inc. of Oregon furnished the bond on this contract. We will advise the surety, agent, and prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

bc:✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON
2-19-82 dmc

MOTORS · GEAR MOTORS · [illegible]TROLS · TRANSFORMERS · LAM[illegible] FUSES · TRANSMISSIONS

Roseburg Electric Wholesale, Inc.

1520 N. E. STEPHENS ST. • POST OFFICE BOX 1245
ROSEBURG, OREGON 97470
TELEPHONE (503) 673-6656

GENERAL ELECTRIC
MOTORS and CONTROL EQUIPMENT

WHOLESALE WIRING SUPPLIES

February9, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: OSHD Contract No. 9210
Hansen Electric Co., Inc.
S. E. 17th to S.E. 28th
on S.E. Holgate Blvd.

Attention: Robert W. Gormsen
Commission Services

Gentlemen:

We, the undersigned, Roseburg Electric Wholesale,Inc. wish to file a claim for material furnished to Hansen Electric Co. for use on the above referenced OSHD Contract #9210. The claim is for the sum of $5452.32.

Late charges will be assessed per our standard policy of 2% per month on past due balances.

Very truly yours,

ROSEBURG ELECTRIC WHOLESALE,INC.

Ray O. Sims, President

ROS/st
cc: Hansen Electric Co., Inc.
P. O. Box 1228
Coos Bay, Oregon 97420

9210

L,

CITY OF
PORTLAND, OREGON
BUREAU OF RISK MANAGEMENT

David Fleming, Risk Manager
430 S.W. Morrison, Rm. 316
Portland, Oregon 97204
(503) 248-4099

February 5. 1982

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, OR 97310

CLAIMANT : Bill's T.V. & Electronics
DATE OF LOSS : January through July, 1981
LOCATION : S.E. 17th & Holgate
OUR FILE NUMBER : G81-538

Good Morning:

Reference is made to the enclosed demand letter the City of Portland recently received from Paul Boland, attorney, concerning a potential tort claim which Bill Champion, through Bill's T.V. & Electronics, has against the City of Portland concerning construction along Holgate Boulevard from S.E. 17th to S.E. 28th Avenue (FAU 9793). To summarize, our basic investigation into the attorney's allegations would indicate that any loss of business incurred by Bill's T.V. & Electronics would have been incurred by the failure of Hamilton Construction Company to provide suitable ingress and egress from said place of business. This roadway was under construction by the State of Oregon pursuant to contract no. 9210, between the State of Oregon and Hamilton Construction Company, and the contractor was required to maintain minimum public liability property damage insurance and to extend the indemnification and save harmless requirements of subsection 107.21 to the City of Portland.

Based upon the above information, we see no responsibility to Mr. Champion or Bill's T.V. & Electronics on the part of the City of Portland. We must advise you of your possible involvement in this matter. We would recommend you forward this correspondence to your liability insurance carrier.

2/11/82
Ammson sent
to Sollis for
handling
Jn

The City of Portland, therefore, does tender this claim to you and does demand that you assume the handling thereof. In the event you fail to do so, we will look to you for any judgements obtained against the City together with interest, costs, attorney's fees, and other expenses incurred on behalf of the City of Portland in defense of said case or suit.

Sincerely,

Kathryn L. Patton
Claims Adjuster

KLP:aw
Enc.

681-538

PAUL J. BOLAND
HARRY R. KRAUS
ATTORNEY AT LAW
4719 S. E. WOODSTOCK
PORTLAND, OREGON 97206
TELEPHONE (503) 775-1576

RECEIVED
OCT 22 8 38 AM 1981
GEO-[illegible] ICH, AUDITOR
CITY OF PORTLAND, ORE.
BY CA

REGISTERED MAIL
RETURN RECEIPT REQUESTED

October 19, 1981

City of Portland
Board of City Commissioners
Portland City Hall
2220 S.W. Fifth Avenue
Portland, Oregon 97201

Re: Champion v. City of Portland

Gentlemen

This letter is notice pursuant to ORS 30:275 of the tort claim of my client, Bill's T.V. & Electronics, against the City of Portland, for failure on the part of the city employees to provide suitable ingress and egress from S.E. Holgate and S.E. 17th to my client's place of business during the period of construction work on S.E. Holgate. The construction work continued from January through the month of July.

My client has now been able to determine his losses and he places them at $12,500. I might point out that repeatedly through the period of construction my client talked to various city representatives and was coninually assured that ingress and egress would be provided.

I would appreciate hearing from your office or your insurance company at an early date.

Very truly yours,

Paul J. Boland

Paul J. Boland

PJB:ia

#9210 6-16-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9793(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80410

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/24/81

8. FEDERAL ROUTE NUMBER FAU 9793

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SE 17th Avenue - SE 28th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 6/8/81 this will confirm the advance approval date of 4/24/81 to proceed with the actual adjustments for the City of Portland, Bureau of Water Works Water facilities relocation on an actual cost basis estimated to be TEC $11,087 Federal Funds $9,424.

I approve the Agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

orig to
6/18

RECEIVED
STATE HWY ENGR
JUN 18 '81
REFER TO Mehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 6/16/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9210

L.V

ROW 18-4

June 8, 1981

RECEIVED
TECHNICAL SERVICES
JUN 10 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
SE 17th Ave.-SE 28th Ave. (Portland) Section
FAU 9793 (SE Holgate Blvd.)
Multnomah County
Project No. M-9793(1) IX-9793(3)

Here is a copy of an estimate of cost to adjust Bureau of Water Works facilities dated April 21, 1981 and a sketch showing their proposed relocation.

A certification prepared by Steven L. Barrett, Resident Engineer, City of Portland as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated. The Bureau of Water Works has advised the Resident Engineer that the service to Southern Pacific Transportation Company can't be maintained under new fill slope and relocation is required. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as service occupies City street or priate property.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 24, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,087.

DES/JMC/vlw
Enc.
cc: Steven L. Barrett - City of Portland
E. S. Hunter
Jack M. Cartwright

#7210 5-18-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9793(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80410

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/28/81

8. FEDERAL ROUTE NUMBER FAU 9793

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SE 17th Avenue - SE 28th Avenue Section (Holgate Blvd.)

11. GENERAL DESCRIPTION OF WORK
Adjust existing traffic signing.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of April 28, 1981 as requested in Mr. Keasey's letter of May 5, 1981 as being in the public interest for the use of City Forces to proceed with the above work. City Force Order No. 8 is approved for a TEC of $1,000 Federal Funds $850.

(The above authorization does not require additional obligation of funds)

aug. 5.21.81

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO [illegible]
FOR

14. DATE 5/18/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#9210

5-18-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9793(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80410

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/28/81

8. FEDERAL ROUTE NUMBER FAU 9793

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SE 17th Avenue - SE 28th Avenue Section (Holgate Blvd)

11. GENERAL DESCRIPTION OF WORK
Furnish and install stairway handrail brackets.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AWARDED CONTRACT AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of April 28, 1981 as requested in Mr. Keasey's letter of May 5, 1981 as being in the public interest for the use of City Forces to proceed with the above work. City Force Order No. 12 is approved for a TEC of $500 Federal Funds $425.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO
FOR
Info | Impr | | Draft | Sign | Act | File

14. DATE 5/18/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9210

5-12-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9793(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80410

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/28/81

8. FEDERAL ROUTE NUMBER FAU 9793

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

SE 17th Avenue - SE 28th Avenue Section (Holgate Blvd.)

11. GENERAL DESCRIPTION OF WORK

Furnish illumination equipment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/28/81 as requested in Mr. Keasey's letter of 5/5/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 14 is approved for a TEC of $2,100 Federal Funds $1,785.

(The above authorization does not require additional obligation of funds)

[illegible] 5/18/81

RECEIVED
STATE HWY ENGR
MAY 18 '81
REFER TO [illegible]
FOR

Info	Inves	R/C	D/R	Sig	Act	File

14. DATE 5/12/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 1- [illegible]) PREVIOUS EDITIONS MAY BE USED

9 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-23-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9793(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80410

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/1/81

8. FEDERAL ROUTE NUMBER FAU 9793

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

SE 17th Avenue - SE 28th Avenue Section (Holgate Blvd.)

11. GENERAL DESCRIPTION OF WORK

Construction Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

I approve the advance authorization date of 4/1/81 as requested in Mr. Keasey's letter of 4/14/81.

This will document the City of Portland Department of Public Works providing Construction Engineering for the subject project at a TEC of $324,395.48 (SFO #6)

(Above does not require additional obligation of funds)

RECEIVED
STATE [illegible]
APR 24 '81
REFER TO
[illegible]
FOR

14. DATE 4/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

#9210 4-8-81 L,

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9793(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80410

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/16/81

8. FEDERAL ROUTE NUMBER FAU 9793

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

SE 17th Avenue - SE 28th Avenue Section (Holgate Blvd.)

11. GENERAL DESCRIPTION OF WORK

Remove 22 luminaire mast arm overhead units

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/16/81, as requested in Mr. Swan's letter of 4/1/81 as being in the public interest for the use of PGE Forces to proceed with the above work. Reimbursement is approved on an actual cost basis estimated to be $1,200 Federal Funds $1,020. (Construction)

RECEIVED
STATE HWY ENGR
APR 10 '81
REFER TO
Mechling
FOR

14. DATE 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

#7210

L.

ROW 18-4

April 1, 1981

TO: Robert B. Hathaway, Acting Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Removal of Luminaire Units
Portland General Electric Company
SE 17th Ave.-SE 28th Ave. (Portland) Section
FAU 9793 (SE Holgate Blvd.)
Multnomah County
Project No. IX-9793(3)

Here is a copy of an estimate of cost prepared by Portland General Electric Company for the removal of 22 luminaire mast arm overhead units owned by the City of Portland which are in conflict with the project. Also attached is a copy of an agreement between Portland General Electric Company and the City of Portland establishing the City's ownership of the luminaire units.

Steven L. Barrett, Resident Engineer; Bureau of Street and Structural Engineering, City of Portland; upon receipt of verbal cost estimates from the project contractor and PGE, found that PGE could remove the luminaire units for about one-half the cost estimated by the contractor.

Your approval of Federal participation in the actual cost of the luminaire removal by PGE and confirmation of your advanced authorization to proceed with the work as of March 16, 1981 is requested. This is a construction item. Estimated cost to the State is $1,200.

DES/JMC/vlw
cc: E. S. Hunter
Jack Cartwright
Gary Kennen
Rich Evans

RECEIVED
TECHNICAL SERVICES
APR 3 '81
REFER TO
FOR
Info [illegible] Act File

9210

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-4-80

FEDERAL AID PROJECT NO. -9793(3)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80410

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12-15

DATE PS&E APPROVED 8/14/80	DATE AUTHORIZATION EFFECTIVE 12/4/80	FEDERAL ROUTE NUMBER FAU 9793	STATE ROUTE NUMBER City Street

GENERAL LOCATION:

SE 17th Avenue - SE 28th Avenue (Portland)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/4/80 I approve the division of costs for relocation of the City of Portland's Water Main as 29.62% State and 70.38% by City of Portland on an actual cost basis.

I approve the agreement with the City of Portland Bureau of Water Works. TEC $24,211 Federal Funds $20,579. (This authorization does not require additional obligation of funds.)

Approval and Participation for the eligible portion of the Work Authorization above is subject to the Provisions of the Federal Aid Program Manual.

DATE 12/4/80	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-631-955

#7210 12-[illegible]-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -9793(3)

STATE PROJECT NO. See below

FROM: G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80410

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '80
REFER TO [illegible]
FOR
Info | [illegible] | [illegible] | [illegible] | Sign | Act | File

12-5
[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8/14/80	10/15/80	FAU 9793
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

SE 17th Avenue - SE 28th Avenue (Holgate Blvd) Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Utility Adjustment
City of Portland Bureau of Water Works

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/4/80 this will confirm the advance approval date of 10/15/80 to proceed with the actual adjustments for the Water facilities of the City of Portland Bureau of Water Works at a TEC of $93,052 Federal Funds $79,094. I approve the agreement with the City of Portland Bureau of Water Works.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal Aid Program Manual.

This authorization does not require additional obligation of funds.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/2/80	G. K. Hossner	for DIVISION ADMINISTRATOR

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975--631-555

9.210 11-18-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-9793(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. M-84

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
NOV 24 '80
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-24
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11/18/80

FEDERAL ROUTE NUMBER FAU 9793

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

SE 17th Avenue - SE 28th Avenue (Portland)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/13/80 I approve the revised Preliminary Engineering Costs to a TEC of $210,000 Federal Funds $180,170.

(Increase TEC $53,500 Federal Funds $45,900)

(It should be noted PS&E approval granted 10/1/80 for project)

DATE 11/18/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-055

11-18-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. IX-9793(3) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO. ITEM NO. 80410	COUNTY NAME Multnomah PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 24 '80
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Att File

11-24
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 11/18/80	FEDERAL ROUTE NUMBER FAU 9793 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

SE 17th Avenue - SE 28th Avenue Section (Holgate Blvd.)

GENERAL DESCRIPTION OF WORK:

Railroad Work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

XX ☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/17/80 I approve the revised cost of railroad work to a TEC of $429,149 Federal Funds $364,777.

(Increase TEC $89,229 Federal Funds $75,645)

(This authorization does not require an increase in obligation for the subject project)

DATE 11/18/80	SIGNATURE OF APPROVING OFFICIAL G K Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-655

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

November 17, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Force Order No. 2
Project No. IX-9793(3)
S.E. 17th-S.E. 28th Ave. (Portland) Sec.
Multnomah County

I am submitting 3 copies of "Order for Force Work" No. 2 covering the Southern Pacific Transportation Company railroad work for which I request your approval and authorization to proceed at an estimated total Cost of $429,149 with federal funds of $364,777. Reimbursement will be claimed on an actual cost basis.

This request represents a total estimated cost increase of $89,229 over that authorized on the PR-1240 of August 29, 1980. This action is an adjustment reflecting current inflation effect over the time period required to accomplish the work and will simplify fiscal procedure. Also, this authorization will not require additional obligation of funds at this time.

I am attaching a copy of a letter from Mr. Steven L. Barret, Resident Engineer for the City of Portland, as justification for this request.

JLG:bke
Attachment

cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner
General Files

F.10

2.

November 4, 1980

ROW 18-4

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D. E. Swan
Operations Programming Engineer

SUBJECT: Water Main Relocation
Bureau of Water Works
City of Portland
S.E. 17th Ave.-S.E. 28th Ave. (Portland) Sect.
FAU 9793 (S.E. Holgate Blvd.)
Multnomah County
Project No. M-9793(1)

RECEIVED
TECHNICAL SERVICES
NOV '80
REFER TO
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File

The Bureau of Water Works requested, and the State agreed, to include the installation of a section of 16-inch water main as a contract bid item on the subject project. The existing water main is 12 inches in diameter and is in conflict from Station 22+20 to 26+60 and Station 27+80 to Station 30+10 for a total conflict length of 570 feet. The Water Bureau has requested the installation, by contract, of 1,979 lineal feet of 16-inch water main.

The State and the Bureau of Water Works agreed that a betterment was involved. The Bureau submitted preliminary comparative estimates for the cost of installing the 570 feet of 12-inch water main and the 1,979 feet of 16-inch water main. From the cost estimates supplied by the Bureau, it was determined that the State would pay for 28.42% of the installation of the 16-inch main and the Water Bureau would pay for 71.58% of the cost. The preliminary estimate submitted for the installation of the 570 feet of the 12-inch water main was not complete and a revised estimate was verbally requested from the Bureau of Water Works. The revised estimate has now been received.

Present estimated costs for the installation of the 570 feet of 12-inch water main is $24,211.48. Estimated cost for the installation of the 1,979 lineal feet of 16-inch water main is $81,741.44. Using these estimates of cost we now find that the State is obligated to pay for 29.62% of the cost of installing the 16-inch water main and the Bureau of Water Works is obligated to pay for 70.38% of the cost.

The Bureau of Water Works is supplying the materials required for the installation of the 16-inch water main, therefore, upon completion of the water main installation, the State will pay the Bureau of Water Works 29.62% of the costs of the materials required for the pipeline installation. The State's contractor will be installing the materials supplied by the Bureau of Water Works, therefore, upon completion of work the State will bill the Bureau of Water Works for 70.38% of the cost of the water main installation performed by the State's contractor.

The State is not entitled to a credit for expired service life under the provisions of paragraph 9B(1)(b) of PPM30-4 as the relocation involves a segment of facilities less than one mile in length.

Your approval of the division of costs, 29.62% by State and 70.38% by Bureau of Water Works, as evidenced above under the provisions of PPM 30-4 is requested. Estimated cost to the State is $24,211.48.

cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen
Rich Evans

DES/JMC/llr

[illegible]

November 4, 1980

ROW 18-4

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operations Programming Engineer

SUBJECT: Water Facility Relocation
Bureau of Water Works
City of Portland
S.E. 17th Ave.-S.E. 28th Ave. (Portland) Section
FAU 9793 (S.E. Holgate Blvd.)
Multnomah County
Project No. IX-9793(3)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
NOV 5 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' facilities dated August 4, 1980, and plans showing their proposed relocation.

A certification prepared by Steven L. Barrett, Project Manager, City of Portland, as to the Bureau's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Bureau dated July 28, 1980 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued as this is a City owned utility on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 15, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $93,052.

DES/JMC/llr
Enc.
cc: Steven L. Barrett-City of Portland ✓
E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen
Rich Evans

9:10

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: October 29, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 30 and November 6, 1980, Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 30, 1980, on the following project.

1. S.E. 17th Avenue-S.E. 28th Avenue (Portland)
   S.E. Holgate Blvd.
   Multnomah County
   Grading, Paving and Structure
   Seven-foot sidewalk available for bicycle and pedestrian use.

Bids will be opened November 6, 1980, on the following projects.

1. Oregon Coast Highway @ 6th Street (Gold Beach)
   Curry County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. M.P. 44.5
   North Santiam Highway
   Marion County
   Grading and Slope Protection

   Same as No. 1.

3. Cannon Beach-Necanicum Junction
   Sunset Highway
   Clatsop County
   Grading and Paving
   Twenty-four-foot roadway with four-foot shoulders except for a left-turn lane at Necanicum Junction where the roadway widens to thirty-eight feet with four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Dean Creek Bridge
   Umpqua Highway
   Douglas County
   Grading, Paving and Structure
   Bridge replacement and intersection improvement.
   Twenty-four-foot roadway with minor widening for right turning traffic. Four-foot shoulders provided throughout project.

   Same as No. 3.

5. Roseburg S.C.L.-Junction Coos Bay/Roseburg Highway
   Oakland-Shady Highway
   Douglas County
   Grading and Paving
   Six- to eight-foot shoulders throughout project.
   Shoulder will be striped and signed as a bikeway.

6. Middle Fork Willamette River-Salmon Creek (Oakridge)
   Willamette Highway
   Lane County
   Grading and Paving
   Four- to six-foot sidewalk/bikeway on north side throughout most of the project.

cc: D. G. Talbot
E. S. Hunter
L. E. George
F. E. Terpin
George Bell
Don Harwell

9210

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-1-80

FEDERAL AID PROJECT NO.
[illegible]-9793(3)

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80410

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

10-14
ack'd

RECEIVED
STATE HWY ENGR
OCT 14 '80
REFER TO
FOR
Info | Invst | R/C | D/S | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-14-80	10-1-80	FAU 9793
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

S. E. 17th Avenue - S. E. 28th Avenue (Portland) Section - (Holgate Blvd.)

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

R.R. Protective Service	$120,000
Perm. &Temp Pav Striping (SF)	$3,300
Remove Striping (SF)	$1,000
Asphalt Cement Adjustment	$75,000
On the job trainees	$ 4,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 9-30-80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,897,080, Federal funds $4,161,668.(This authorization does not require additional obligation of funds.) A signed copy of the Title sheet is returned herewith. It should be noted that the above approval, as per Mr. Swan's letter of 9-30-80, is conditioned subject to the acquisition of file no. 50240-Penn Mutual prior to requesting my concurrence in award of contract.

DATE
10-1-80

SIGNATURE OF APPROVING OFFICIAL
Malach

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-885

CON

Portland

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: September 30, 1980

FROM: Rod Henry, Assistant
Right of Way Manager

Rod Henry

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening October 23, 1980
FAP No. IX-9793(3)
Highway No. 726 - City
FAP Name:
S.E. 17th Ave.-S.E. 28th Ave.
(Portland)

I certify that all the right-of-way for this project, except File 50240, was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

On File 50240, the State has obtained an option but has not made payment to the owners and does not have legal possession at this time. This is a partial taking from industrial property. The land is improved with a chain link fence, asphalt paving, signs, and some utilities. Relocation will not be required. The State will make payment and have legal possession of the property by October 23, 1980. We request that the State be allowed to proceed with advertising of the project, but award of the contract will be withheld until the State has legal possession of this parcel.

RH:jh

cc: J. H. Versteeg ✓
Duane Ridings
F. C. Lowe

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
SEP 30 1980
ROAD DESIGN
SECTION

Do Not File

Contains
Recycled
Materials

9210

CON

STATE OF OREGON

INTEROFFICE MEMO Portland

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: August 27, 1980

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: AMENDED
Right of Way Certification
Bid Opening September 25, 1980
S.E. 17th Ave.-S.E. 28th Ave.
(Portland)
Highway No. 726 - City
FAP No. IX-9793(3)

On August 26, I certified that the right-of-way on this project had been acquired and the State had the right of legal and physical possession of all the properties.

This certification was in error and we now find that the State does not have legal possession of two parcels; File 50240, Penn Mutual, and File 50243, Kasch, have both been optioned, but the payment has not been made.

These are both unoccupied parcels. Payment will be made and the State will have legal possession of both parcels by October 15, 1980. It is recommended that the contract be awarded with the condition that the contractor not be allowed to enter these parcels until October 15.

JBB:jh

cc: J. H. Versteeg ✓
Duane Ridings
F. C. Lowe

1 Versteeg ✓
Anderson
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Turpin
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2 Wakerlig

RECEIVED
AUG 27 1980
ROAD DESIGN
SECTION

Action

9210

August 15, 1980

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

AGR 4-1

Attention: George Yerkovich
Auditor of the City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 5662

Gentlemen:

Attached for your files are two fully executed copies of an agreement covering construction of the S.E. 17th Avenue-S.E. 28th Avenue Section of Holgate Boulevard in the City of Portland.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachments

bc: Don Harwell (agreement attached)

9210

L.

July 15, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that the following project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

SE 17th Ave.-SE 28th Ave. (Portland) Section
SE Holgate Blvd. (FAU 9793)

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

s/ Fred Miller

F. B. Klaboe
Director

cc Metropolitan Service District

bc H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG: fn

9210

Portland
2

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: May 5, 1980

File No: 326-1977

TO: DUANE CHRISTENSEN
Final Design Engineer

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: SE 17th Ave.-SE 28th Ave.
Holgate Blvd.
City of Portland
Multnomah County

Herewith the original mylar for temporary signing for weekend closure of the bridge as prepared by the city staff. Also is a transmittal letter from the city indicating contact person for additional information if required.

Versteeg
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1 Christensen Dor
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Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 06 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up __/__
Action

pq

Attachment

REFERRED TO
2 Beard W6/2 Stoudenmeyer
Cole Mann
1 Watson
Erikson [illegible]
Hager 3 Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION

SUBJECT: Holgate Blvd 17th - 28th Ave.

DATE: 5-2-80

TO: Ken Limbocker

FROM: Don Fantz

Attached is a mylar for the S.E. Holgate Blvd. Temporary Signing prepared by the City. Please forward for inclusion in plans.

D E Fantz
(SIGNATURE)

PLEASE REPLY HERE

CC: ______________ ______________ (SIGNATURE) ______________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9210

Yellow

Portland

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: K. D. Limbocker
Metro Design Engineer

DATE: April 14, 1980

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: S.E. 17th - S.E. 28th Ave.
Holgate Street
City of Portland

In reference to your memo of March 25, 1980, concerning requests from the City of Portland for three changes, these changes have been made.

The property on the southeast corner of S.E. 26th and Holgate Boulevard which had two 20' driveways now has one 70' driveway (90' wing to wing) as requested.

Jack Allaway of the Structures Unit has been informed of the request to change the bracket sizes for carrying the water line which was changed from 18" dia. to 16" dia.

Both the plan sheet and the specifications have been changed to comply with the request to show a portion of the building removed and a wall constructed for the Haley's Food property at S.E. 24th and Holgate Boulevard.

Please consider the cutoff date for any additional changes to be June 1, 1980.

DD/db

1 Verstaeg
Anderson
Christensen
Olson
2 Sullivan
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RECEIVED
1980
ROAD DESIGN SECTION

Do Not
Action

Contains Recycled Materials

9210.

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

March 12, 1980

Chuck Pietrok
ODOT-Metro
5821 N.E. Glisan St.
Portland, Oregon 97213

Dear Sir:

Steve Barrett contacted Gene St. Clair of your right-of-way office on March 12, 1980, and was told that the Haley's Food property acquisition at S.E. 24th and Holgate Boulevard will probably go to condemnation. Therefore, it will be necessary to add an item to the bid schedule for the project to demolish the north wall of the existing structure and install a temporary closure wall. The portion of the structure removed is 9.80 feet at the west end and 8.82 feet at the east end.

The Water Bureau engineers have informed us that the outside diameter of their water line which crosses the railroad yard on the south side of the bridge will be 16 inches instead of 18 inches. This requires changing the bracket that provides lateral support of the pipe from a 4x4x¼ angle to a 5x5x¼ angle. These details were sent to your office on June 19, 1979.

If you have any questions please contact Steve Barrett at telephone number 248-4108.

Sincerely,

DVargas

David J. Vargas, P.E.
Acting Chief
Bureau of Street & Structural Engineering

DJV:SLB:lj

Noted By Chuck Pietrok
3/24/80

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

March 6, 1980

Chuck Pietrock, P.E.
Project Coordinator, Metropolitan Branch
Oregon Department of Transportation
5821 NE Glisan Street
Portland, Oregon 97213

Dear Sir:

We have been informed by Mike Brown of your Right-of-Way section that Mr. Kasch, owner of the property on the southeast corner of SE 26th and Holgate Boulevard (Right-of-Way File No. 50243), wishes to have an oversize (90'0" wing to wing) commercial driveway constructed in place of the two smaller existing driveways when SE Holgate is widened.

We have contacted our Right-of-Way Services section and determined that this overwidth driveway presents no problem and, therefore, request that you have the plans changed indicating a single 90'0" wing to wing driveway in place of the two narrower driveways shown currently.

Very truly yours,

DJVargas

David J. Vargas, P.E.
Acting Chief
Bureau of Street and Structural Engineering

SLB:mh

cc: Steve Barrett

Noted By Chuck Pietrok
3/24/80

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

March 7, 1980

Chuck Pietrok, P.E.
Project Coordinator, Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

Dear Sir:

The preliminary estimate for the S.E. Holgate Blvd. Railroad Separation Project shows a bid item for removal of the structure at S.E. 24th and Holgate. As you know it has been determined that the building will be remodeled instead of being demolished. Therefore, we are requesting that the bid item be removed from the bid schedule.

Very truly yours,

D Vargas

David J. Vargas, P.E.
Acting Chief
Bureau of Street & Structural Engineering

DJV:SLB:lj

cc: Steve Barrett

Noted By Chuck Pietrok
3 / 24 / 80

9210

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3 - 6 - 80

FE AL AID PROJECT NO.: M-9793(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.:

ITEM NO.: M-84

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H.S. Coulter
State Highway Engineer
State of Oregon
Salem, OR

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO Moehring
FOR

Info	Inves	R/D	D.R	Sign	Act	File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 3-6-80

FEDERAL ROUTE NUMBER: FAU 9793

STATE ROUTE NUMBER: City street

GENERAL LOCATION: S.E. 17th Ave.- S.E. 28th Ave. (Portland)

GENERAL DESCRIPTION OF WORK: Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program change, see below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-26-80, I approve the revised Preliminary Engineering costs to a TEC of $156,500 with Federal participation limited to $134,270. (Increased TEC $10,000-F.F. $8,580)

DATE: 3-6-80

SIGNATURE OF APPROVING OFFICIAL: for G. L. Green

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-855

9710

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities — DEPT
378-6511 — TELEPHONE

TO: C. W. Head
Commission Services Manager

DATE: October 25, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Construction and Maintenance Agreement
SE Holgate Blvd. Overpass
Crossing No. C-767.42-A
Multnomah County
ODOT Agreement No. RR-989

RAILROAD COMPANIES
FILE No. 989

Attached for your files is the original of the Construction and Maintenance Agreement between the Southern Pacific Transportation Company, State of Oregon and the City of Portland regarding the construction and maintenance of the SE Holgate Blvd. Overpass.

RDT:mm

Attachment

cc: G. L. Green w/att.
J. B. Boyd w/att.
J. L. Sollis
D. E. Swan (2) w/2 att.
C. T. Keasey w/att.
Contract Accounting w/att.
E. L. Hardt w/att.
R. N. Bothman w/att.
Walter Hart w/att.
Jack Sullivan w/att.
Lou Grothaus w/att.

Note to Sullivan - This agreement contains a number of provisions that should be included in the specifications.

9210

AGR 4

October 12, 1979

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records are two fully executed copies of an agreement concerning construction of S.E. 17th Avenue-S.E. 28th Avenue Section of Holgate Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

Att.

bc: Don Harwell (Agreement attached)

FKN:rls

9210

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 9793(2)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80410

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16'79
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-10-79

FEDERAL ROUTE NUMBER FAU 9793

STATE ROUTE NUMBER City Steeet

GENERAL LOCATION:
S. E. 17th Avenue - S. E. 28th Avenue (Holgate Blvd.)

GENERAL DESCRIPTION OF WORK:
Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. J. B. Boyd's letter of August 8, 1979 you are authorized to proceed under the provisions of FHPM 7-2-4 and my letter of August 10, 1979 with the employment of special counsel for the subject project at the specified rate of $65.00 per hour for attorney time and $25.00 per hour for legal assistance provided Title VI and VII of the Civil Rights Act of 1964 are complied with.

No increase in obligation of funds is required at this date.

DATE 8-10-79

SIGNATURE OF APPROVING OFFICIAL E J Valach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

9210

12

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

INSPECTION REPORT

REGION NO. 10	**REPORT ON** Portland Urban System	**DIVISION** Oregon
DATE OF INSPECTION 6-26-79	**INSPECTION MADE BY** C. T. Christianson, Area Engineer	**PROJECT NO.** Portland FAUS
IN COMPANY WITH	Chuck Pietrok, Project Coordinator, ODOT	

REMARKS

The attached reports prepared by Chuck Pietrok show the current status of project development on the Federal-aid system in Portland.

M-0944(3)	Sever Road connection has been resolved and the final environmental document is under preparation.
M-9793(1)	Railroad negotiations are underway.
IX-9809(1)	The Union Avenue project is now expected to cost \$7.2 million. Construction will be staged over a long-time period.
IX-9565(1)	This project has developed to the point where P.E. can begin. The project scope should be determined in order that FHWA and HUD can determine their relative involvement.

Copies of Mr. Pietrok's May 21 and June 25 project status reports are attached.

cc:
R. N. Bothman (ODOT-Portland)
Dave Hill (City of Portland)

RECEIVED
STATE HWY ENGR
JUL 26'79
REFER TO
[illegible]
FOR

Info	[illegible]	[illegible]	[illegible]	[illegible]	Act	File

7-26

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

GPO 1977-778-944

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 13, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project No. M-9793(2)
SE 17th Ave.-SE 28th Ave.
(Portland) Section
File 50602, Southern Pacific
Transportation Co.
Multnomah County

Your letter of February 7, 1979 requested additional information in regards to the above listed property on the subject project before authorization could be given as previously requested.

The enclosed copy of Mr. Trygstad's memo of March 9, 1978 indicates that no buildings are located within the easement areas to be acquired and further that the Railroad will grant the temporary easements required at no cost. Since there will be no charge for the temporary easements the estimated cost has been reduced to $78,000 which will require an obligation of $66,900 in federal funds.

We trust this additional information will now permit authorization to be given to acquire the subject property.

CL:dmc
Enc.
cc: H. S. Coulter✓
J. B. Boyd
F. Lowe

RECEIVED
STATE HWY ENGR
MAR 13 '79
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

1210

3-13-79

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9793(2)

STATE [illegible]JECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1.

PROGRAM NO.

ITEM NO. 80410

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 19 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

One
3-19

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-13-79

FEDERAL ROUTE NUMBER FAU 9793

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

S.E. 17th Ave. - S.E. 28th Ave. (Holgate Blvd.)

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of February 1, 1979 and March 13, 1979 you are now authorized to proceed with the actual acquisition of File #50602 - Southern Pacific Transportation Company at an estimated cost of $78,000 - Federal Funds limited to $66,900.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE 3-13-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for District Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW~~ 18-2

March 9, 1979

Salem, Oregon

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: D. E. Swan
Federal-Aid Engineer

BUILDING

SUBJECT: Oregon Project M-9793(2)
S.E. 17th Ave.-S.E. 28th Ave.
Portland
S.E. Holgate Boulevard
R/W File 50602

NOTED H.S.COL.

Please refer to the February 7, 1979, letter from Mr. G. L. Green to Mr. Coulter regarding the subject matter. A copy of that letter is attached.

I have discussed this letter with Mr. C. J. Mathias with the FHWA and explained to him that the railroad will not be charging for the temporary construction easements and, therefore, we should not have to determine the acreage or square footage required. I also advised him that there are no buildings involved. Mr. Mathias indicated with this input he would be able to accept the railroad's drawing. He requested a letter providing this information.

Mr. Green also requested additional information concerning the estimated cost of $126,000. We have been advised by the railroad that they will not be charging for Exhibit "A" which included 1.088 acres. This changes considerably the estimated cost of the acquisition for the right-of-way. The new estimated cost should be $78,000.

Would you please respond to Mr. Green's letter with the information I have provided herein.

RDT/seb
Attachment
cc: Robert Rector, City of Portland w/att.
✓H. S. Coulter w/att.
J. B. Boyd w/att.
Lou Grothaus w/att.
Frank Lowe w/att.

RECEIVED
STATE HWY ENGR
MAR - 9 '79
REFER TO
FOR

9210

L.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 7, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project M-9793(2)
S. E. 17th Ave.-S. E. 28th Ave. (Portland)
File 50602, Southern Pacific Transportation Co.

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Federal-aid Manager D. E. Swan's February 1, 1979 letter requests authorization to proceed with the actual acquisition of a parcel to be acquired from Southern Pacific Transportation Co. Estimated cost is $126,000.

The railroad's drawing submitted with the request is difficult to relate to the previously submitted State's right of way map. It appears that the drawing does not indicate the square foot or acreage area needed for temporary construction easements nor does it outline building improvements, if any, that may be acquired or improvements which may be left adjacent to the proposed right of way line. Please provide the information ordinarily placed upon the State's right of way by amending the State's map or placing the information on the railroad's drawing.

Please provide additional information concerning the estimated cost of $126,000. We are particularly interested in securing a breakdown of the estimate showing improvement allowances, land cost, damages to the remainder if any, and the extent of allowances for temporary construction easements needed to cross over the railroad's trackage. A copy of the estimate is requested.

G. L. Green

cc:
OSHD (D E Swan)
OSHD (J B Boyd)

RECEIVED
STATE HWY ENGR
FEB 8 '79
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Orig to [illegible]

February 1, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project No. M-9793(2)
S.E. 17th Ave.-S.E. 28th Ave. (Portland) Section (ROW)
File 50602 Southern Pacific Transportation Co.

We hereby request authorization to proceed with the actual acquisition of the above listed property on the subject project as shown on the enclosed copy of Southern Pacific Transportation Company's drawing No. F-1612.

The enclosed copy of Mr. Lowe's memo of January 22, 1979, indicates the estimated total cost of the property is $126,000 which will require an additional obligation of $108,000 in federal funds.

No relocation assistance is involved.

CL:pf
Attachment

cc: J. Boyd
F. Lowe

92K

January 18, 1979

City of Portland
1220 S.W. Fifth Ave.
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen:

Attached for your records are two fully executed copies each of agreements concerning the following projects in the City of Portland:

1) Add left-turn phases to existing traffic signals at ten intersections.

2) Install pedestrian signals at the intersections of N.E. Sandy Boulevard and 50th Avenue, N.E. Sandy Boulevard at 70th Avenue, and N.E. Columbia Boulevard at 52nd Avenue.

3) Completion of all right of way acquisition functions for the S.E. 17th Avenue-S.E. 28th Avenue Section of Holgate Boulevard, FAU 9793.

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreements attached)

9210

pole file

Portland

THE CITY OF
PORTLAND
1851
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

11-1-78
~~October 26, 1978~~

D. O. Christensen
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97301

Dear Mr. Christensen:

A pole entrance and attachment chart has been added to * the enclosed mylar. Please note that the poles on the signal plans must now be numbered. To accomplish this would you have your drafting section number the plan sheets on the paste-ups. I have enclosed 3 red-lined plan sheets with the pole numbers. Call me at 248-4515 if you have further questions.

Sincerely,

Jack F. Mason

Jack F. Mason
District Signal Engineer

JFM:pb

REFERRED TO
Beard
Staudenmeyer
Cole
Sample
Eriksen
Watson
Hager
Dorn
Lau
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
/ Christensen DOC ✓
George
Olson
Terpin
Sullivan
Scott
Andersen

RECEIVED
OCT 31 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up __/__/__
Action

* 11-1-78
SE-17 to SE 28 (Holgate Blvd)
FAU 9793
(Milw.) traffic Installation Sheet 3 of 5 given to Traffic Unit to revise the sheet (M. Sample)

9210

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-12-78

LETTER OF APPROVAL [illegible]D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	M-9793(2)
STA[illegible]ROJECT NO.	See below
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80410

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 10-12-78	FEDERAL ROUTE NUMBER	FAU 9793
		STATE ROUTE NUMBER	City Street

GENERAL LOCATION:

S.E. 17th Ave. - S.E. 28th Ave. (Portland)

GENERAL DESCRIPTION OF WORK:

Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

TEC NTE $269,680 -
F.F. 231,295

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of 9-11-78 and 10-9-78, I approve the relocation plan dated 6-28-78 and you are now authorized to proceed with appraisals of partial takings and actual acquisition as shown on R/W Map 10C-50-13.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-12-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1976--626-787

.9210

FORM 81-734-3030

Portland

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 21, 1978

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Right of Way Maps

TO: J. H. Versteeg
Head of Engineering

The attached letter from the Federal Highway Administration indicates that the right-of-way map for the S.E. 17th Avenue-S.E. 28th Avenue (Portland) Section, does not meet the requirements of Volume 7, Chapter 4, Section 2, Subsection 5, Paragraph h of the Federal Aid Program Manual. Approval for right-of-way acquisition is being withheld until a new map is prepared.

This was discussed with Floyd Scott and he has indicated that the City of Portland has been informed of the problem and will submit the necessary data to complete the map.

I discussed this with Charles Mathias and he indicated that in his opinion, the same problem has occurred on other Right of Way projects. Although he was not specific about the extent of the problem, he has requested that all right-of-way maps conform to the requirements of the Federal Aid Program Manual.

RJH:jk
attach.
cc: R. N. Bothman w/attach.
F. C. Lowe w/attach.

1 Versteeg
4 Christensen
George
3 Olson
Terpin
Sullivan
2 Scott
Savage

RECEIVED
SEP 21 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

Discussed with Bruce et
H

L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 21, 1978

FROM: J H Versteeg
J. H. Versteeg
Engineering

SUBJECT: Right-of-Way Plans
SE 17th Avenue-SE 28th Avenue
City of Portland
FAU 9793

TO: E. S. Hunter
Technical Services Engineer

The FHWA's letter of September 18 signed by C. J. Mathias and letter of approval and authorization dated September 18 signed by Glenn Hossner state in part, "the map submitted with Mr. Swan's letter did not contain the area of each remainder property where partial acquisitions are involved nor were all pertinent structures such as buildings, either within the right of way or on remainders, shown."; and, "that appraisals of partial takings will not be made until the State has prepared right of way plans meeting the requirements of Volume 6, Chp. 4, Sec. 2, Subsec. 5 of the Federal Aid Program Manual.".

The City of Portland did the field engineering and design work on the Holgate project. The information requested by the FHWA was not available at the time right-of-way maps were prepared but we are currently in the process of obtaining this information.

More importantly, the requirements of Volume 6, Chapter 4, Section 2, Subsection 5, states in part, "Right-of-way plans should show the right-of-way lines, the width to be acquired, the proposed limit of slope, centerline and stationing with appropriate ties to intersecting property lines and changes in right-of-way widths.

"For each parcel to be acquired the plans should show:

"(1) a parcel identification number,

"(2) the property ownership lines,

"(3) the name of the property owners, and

"(4) the area in square feet or acres of the part to be taken and of each remainder of a partial taking.

"All public utilities, buildings, and any other obstruction or encroachment within the right-of-way, or adjacent thereto if affecting the proposed construction, should be shown".

The FHWA is placing a rigid interpretation on the Program Manual and is not approving right-of-way acquisitions. The meaning of the word "should" is being intentionally misinterpreted by the FHWA in my view. Because this information is not available on the right-of-way maps this should not be a cause for denying the Phase 2 programming.

JHV:jh

RECEIVED
TECHNICAL SERVICES

SEP 22 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Al Boyd
Glen Green
9-25-78

f. The scale to be used for plan and profile sheets should be adequate to show the necessary details as governed by the topography to be shown and the complexity of the work. Generally, plans are drawn to a horizontal scale of one inch equals 50 feet or one inch equals 100 feet but States may require either a larger or smaller scale. Profiles should be drawn to the same horizontal scales as the plan but the vertical scale may be five to ten times that of the horizontal scale.

g. The general road plan should show the baseline of the survey which, if practical, should also be the centerline of the proposed roadbed. When the two are not coincident, their relationship should be indicated. In divided highways where independent centerlines are used they may be treated as separate roadways indicating only the general relationship between the two. The road plan should also show all stationing reading from left to right, equations of stationing, coordinates of the beginning and end stations (if a system of coordinates has been established), design data of curves, right-of-way and access control lines, and where influencing the proposed construction, the plan should also show streams, railroads and other culture such as roads, streets and airports on or near the right-of-way. A north point preferably should be indicated on each sheet. Details for highways with wide medians and for special areas such as interchanges and safety rest areas, should be shown in a comparable manner with separate survey control lines as necessary. On complex projects, layout sheets are desirable to facilitate the review.

h. Right-of-way plans should show the right-of-way lines, the width to be acquired, the proposed limit of slope, centerline and stationing with appropriate ties to intersecting property lines and changes in right-of-way widths. The lines and areas of any additional easement areas, either temporary or permanent, that are required to accommodate intersecting roads and streets, land service, access and temporary roads, drainage areas, material storage areas, slope widenings, utilities, railroads and for any other special uses, also should be clearly designated and shown.

(over)

For each parcel to be acquired the plans should show:

(1) a parcel identification number,

(2) the property ownership lines,

(3) the name of the property owners, and

(4) the area in square feet or acres of the part to be taken and of each remainder of a partial taking.

All pertinent data affecting the cost of the right-of-way such as structures, land service or access roads, improvements, and fences should be shown. On projects where the access rights have been or are to be acquired, the access control lines and all approved points of entry to or exit from the traffic lanes should also be shown, even where the right-of-way lines and access control lines are coincident. The size, form, and arrangement of right-of-way plans should conform to the general requirements for highway plans and should contain sufficient dimensional and angular data to permit ready identification and correlation with the legal descriptions of all parcels and easement areas that are required by the associated highway project.

i. All public utilities, buildings, and any other obstruction or encroachment within the right-of-way, or adjacent thereto if affecting the proposed construction, should be shown and their disposition indicated in the project records. If their disposition is included in the project, the plan should show the present and, if applicable, the proposed location, including both horizontal and vertical position, and such additional details as may be needed to indicate the scope of work to be performed. If Federal funds are to be applied to costs incurred by railroad and utility companies, plan sheets for this work should be prepared in accordance with Volume 1, Chapter 4, Section 3, and Volume 1, Chapter 4, Section 4 of the Manual, respectively.

GENERAL FILES

Con 21-0-

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: Sept. 18, 1978

In reply refer to: HRW :OR

SUBJECT: Oregon Project M-9793(2)
SE 17th Ave-SE 28th Ave (Portland) Sec.
Multnomah County HILGATE

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation

Mr. Swan's September 11, 1978, letter requests our approval of the State's relocation plan and authorization to proceed with all phases of right of way.

FHWA will authorize the State to proceed with all preliminary right of way activities, including property appraisals, up to but not including negotiations, with the condition that appraisals of partial takings will not be made until the State has prepared right of way plans meeting the requirements of Volume 6, Chap. 4, Section 2, Subsec. 5 of the Federal Aid Program Manual. Specifically, the map submitted with Mr. Swan's letter did not contain the area of each remainder property where partial acquisitions are involved nor were all pertinent structures such as buildings, either within the right of way or on reaminders, shown. We have noted this problem to various degrees on other right of way projects. Improvement in this area of plan preparation is requested.

On this project, as soon as the corrected plans are submitted, we will proceed with authorizing all phases of right of way acquisition.

G Matthews for
G. L. Green

Attachment

cc:
Mr. J. B. Boyd, R/W
Mr. D. E. Swan, Proj Mgt

RECEIVED
TECHNICAL SERVICES
SEP 19 '78
REFER TO
FOR

Info	Inves	R/D	R/R	Sign	Act	File

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9793(2)

STA ROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80410

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-18-78

FEDERAL ROUTE NUMBER FAU-9793

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

S.E. 17th Avenue - S.E. 28th Avenue (Portland)

GENERAL DESCRIPTION OF WORK:

Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below
TEC NTE $50,000 - F.F. $42,885

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's request of 9-11-78 for approval of right of way acquisition is approved only for preliminary right of way activities, including property appraisals, up to but not including negotiations, with the condition that appraisals of partial takings will not be made until the State has prepared right of way plans meeting the requirements of Volume 6, Chp. 4, Sec. 2, Subsec. 5 of the Federal Aid Program Manual.

(See my letter of 9-18-78, copy attached)

DATE 9-18-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
STATE HWY ENGR
SEP 27 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: SE 17th Ave SE 28th Ave Portland

DATE: September 20, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7808 [illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

9-11-78
BEN GIFFORD

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Metro Engineer
Region 1 Engineer
District 2 Engineer
Aeronautics Div.
B. L. Gifford

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency L C D C By Linda Macpherson DC

7808 2 760

IV. Area Has No Plan, But Has A Compliance Schedule

This project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for the city of Portland and to reach compliance with the statewide land use goals. Portland has adopted a schedule and work program for reaching compliance with the statewide goals which should be recognized in coordination of this project with the jurisdiction. Consideration of the relationship between statewide goals

#12 (Transportation)

etc. and the project should receive special attention. In addition, the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

DB
9/13/78

9210

L.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 15, 1978

Auditor, City of Portland
Room 202 City Hall
PORTLAND OR 97204

MISC. CONTRACTS and
AGREEMENTS No. 6726

Dear Sir:

Enclosed are two fully signed copies of the Agreement for buying right of way on the S. E. 17th Avenue - S. E. 28th Avenue Section of S. E. Holgate Boulevard.

Yours truly,

Adele L. Egan
R/W Office Unit Supervisor

AE
mp
Enc.

cc: Cecil Head, w/orig.
Bob Wheeler, Finance, w/c
Local Govt's Program, w/c
Title, w/c
Louis Grothaus

Form 734-3122 (Rev. 7-77)

(#2) 9210

L.

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 15, 1978

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No.
Section: S.E. 17th Avenue - S.E. 28th Avenue (Portland)
Highway: FAU-9793 Holgate Blvd.
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 15, 1978.

BLG: pf

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro Engineer

RECEIVED
STATE HWY ENGR
AUG 1 '78
REFER TO
FOR
Info
Inves
R/D
D/R
File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway			
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem		76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 S.E. 17th Avenue - S.E. 28th Avenue (Portland)				
11	12] PROJECT LOCATION—CITY FAU-9793 Holgate Blvd.	PROJECT LOCATION—COUNTY Multnomah	PROJECT LOCATION SEC: T: R:		

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project consists of replacing the existing bridge over the Southern [71

07 12] Pacific right-of-way and widening Holgate Blvd. The project will provide a [71

08 12] four-lane street section with sidewalks on both sides. This request is for the [71

09 12] right-of-way and construction phases, preliminary engineering was previously [71

10 12] approved on March 30, 1976, and is being performed by the City. [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	3,037,520	- - -	247,240	247,240	- - -	3,532,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTIO: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 4/22/76

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	September	15	1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4/22/76

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Major-Nonsignificant environmental impact under Oregon's Action Plan.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 12, 1976

A. PROJECT IDENTIFICATION

Name of Project SE 17th Avenue to SE 28th Avenue (Section) M-9793 (-)

Location of Project SE Holgate Blvd. (Highway Name) FAU Route # 9793 (Highway No., US - ORE)

Portland (City) Multnomah (County) Metro (Region)

Program Federal Aid Urban (Funding) ~~$2,933,000~~ 3,532,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The SE Holgate Railroad overpass is a 2 lane bridge that has reached the end of its useful life. Loads are currently restricted to 13 tons with additional restrictions being considered. The bridge should be replaced and its approaches modified as necessary.

Origin and History: The existing bridge was constructed in 1916 and needs to be replaced to protect public safety. The project is proposed for Portland's 1975-80 capital improvement program.

C. DESCRIPTION OF PROJECT

Length 0.6 miles

Termini SE 17th Avenue and SE 28th Avenue

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

~~major~~

(non-significant)

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Dependent upon final design selected, may need additional 5 to 15 ft. of R/W on south side of Holgate east of bridge. Would remove commercial buildings.

Typical Section 4 travel lanes, curb, sidewalks

Structures Holgate over Southern Pacific Railroad yards.

Characteristics (ADT) 22,916 ADT. A.M. peak hour 1,452; P.M. peak hour 1,354

Other General Information (or Supplemental information to items)

Combination sidewalk/bikeway

Access control - same as existing

Borrow and Waste Disposal - In Portland area

Special Construction Methods - None identified at this time

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

DESIGN

(1) 4-lane bridge and approaches
(2) No build
(3) 4-lane bridge, 2-lane approaches
(4) 2-lane bridge and 2-lane approaches

LOCATION

Alt #1 - SE Reedway - McLoughlin Blvd. to SE 26th
Alt #2 - SE Ellis - McLoughlin Blvd. to SE 26th
Alt #3 - SE Harold - McLoughlin Blvd. to SE 26th
Alt #4 - SE Insley - McLoughlin Blvd. to SE 26th
Alt. #5 - SE Center St - SE 17th Ave to SE 22nd

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Holgate Blvd. rises in elevation from 17th Avenue to overpass the Southern Pacific RR yard; it then drops in elevation from the RR yard towards 28th Avenue. No flora are found within the present Holgate right-of-way. Little fauna exists since it is an urbanized area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The property abutting Holgate is zoned for industrial usage. The Southern Pacific Railway yard is located west of the bridge, while to the east a gas station, meat company, heating oil company and a construction supply company are located. Three vacant lots abutt Holgate--one of these is a site for a printing company. Tri-Met is located at the western end of the project.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: May require 5 to 15 ft. of additional right-of-way on the south side of Holgate from SE 18th Ave to SE 23rd Ave. and from SE 26th Ave to SE 28th Ave. RR separation structure of adequate width and with sidewalks both side would overhang a 60 ft. R/W. Additional 10/20 ft. required.

   Consequences: Adjustment and renewal of private property would be a neighborhood improvement.

2. Estimated Changes in Traffic Patterns: Present 2 lane bridge and narrow approaches will be replaced for reasons of public safety. Number of lanes and widths to adequately serve present and future traffic demands must be considered. Alternative bridge locations would modify existing traffic patterns to some degree.

   Consequences:

   Traffic flow will be smoother during rush hours and safety will be increased.

3. Estimated Changes in Land Use: None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Right-of-way acquisition will be of critical concern to affected businesses.

7. Potential for Controversial Issues: Right-of-way acquisition, project street and bridge widths and locations may be controversial.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer		X	
Air Quality Engineer		X	
Cultural Geographer			
Urban Planner		X	
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☒ Major Action

☐ Significant ☒ Non-Significant

☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

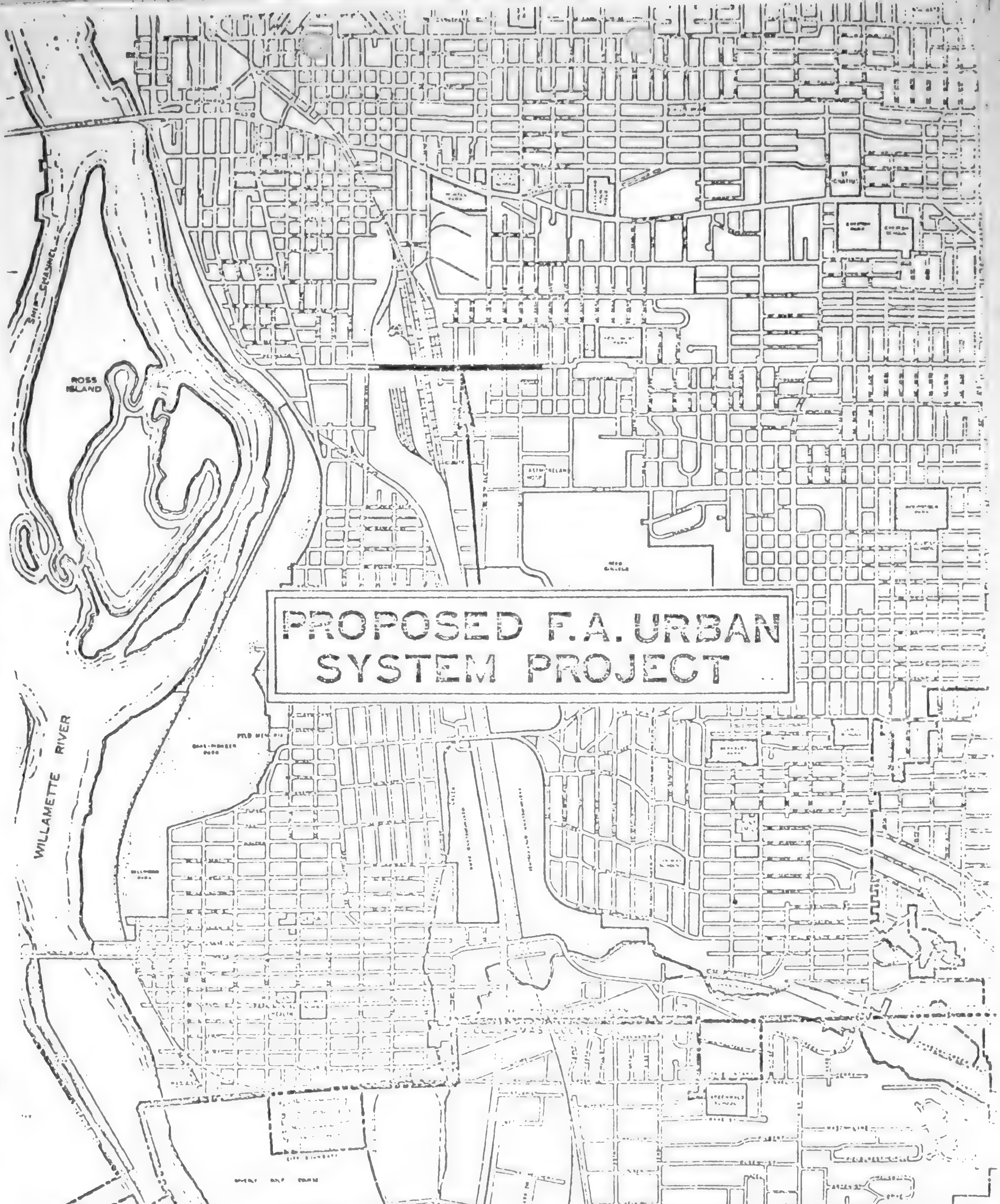
☐ Section 4(f)

☒ Negative Declaration

☐ State-Wide Negative Declaration

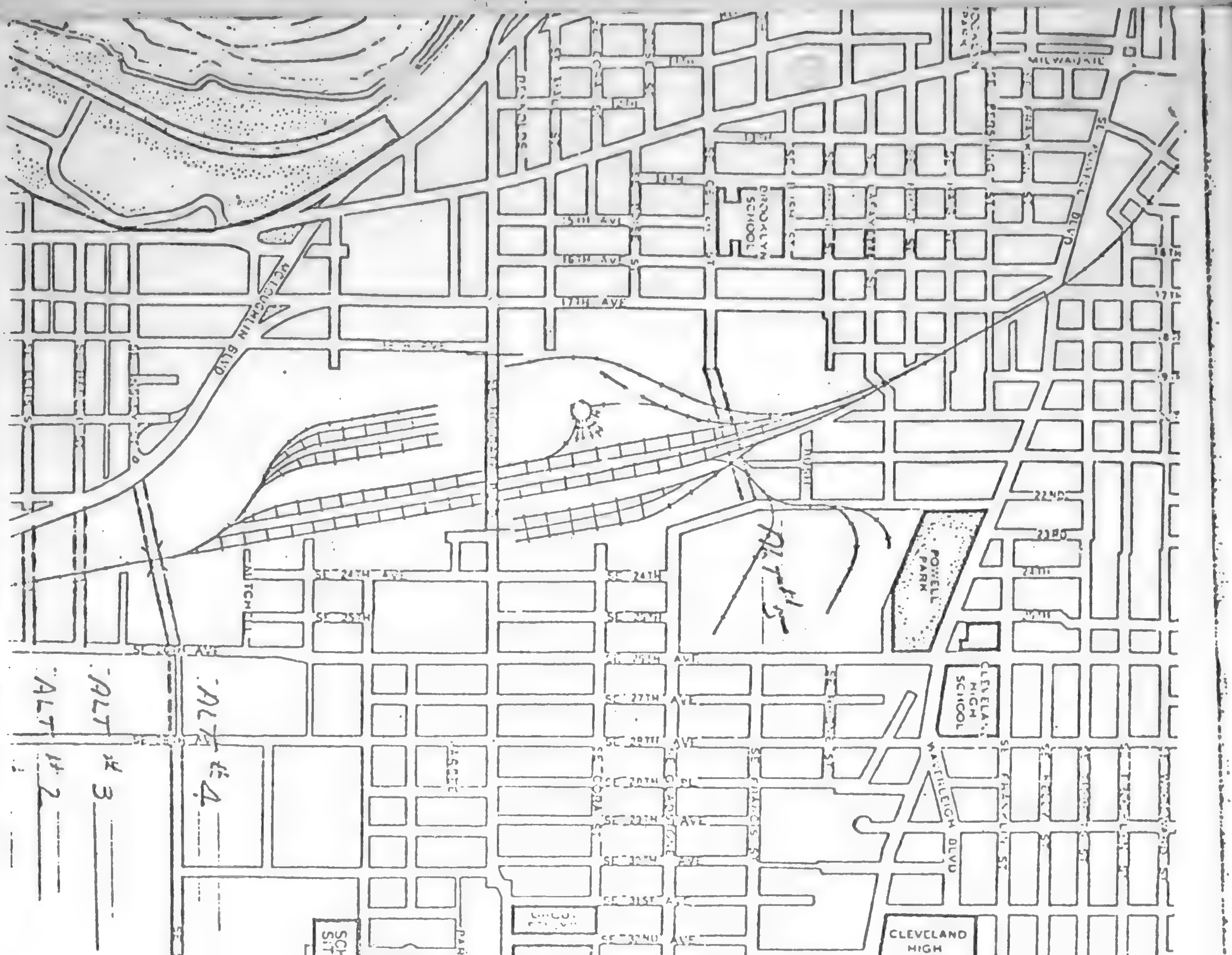
☐ Preliminary EIS

☐ Other____________________



PROPOSED F.A. URBAN SYSTEM PROJECT

SHIP CHANNEL
ROSS ISLAND
WILLAMETTE RIVER
MILWAUKIE


MILWAUKIE
BROOKLYN SCHOOL
MC LOUGHLIN BLVD
17TH AVE
16TH AVE
POWELL PARK
22ND
23RD
SE 24TH AVE
SE 25TH
SE 26TH AVE
SE 27TH AVE
SE 28TH AVE
SE 29TH AVE
SE 31ST AVE
SE 32ND AVE
SE 33RD AVE
SE 34TH AVE
CLEVELAND HIGH SCHOOL
WAVERLEIGH BLVD
CLEVELAND HIGH FIELD
KENILWORTH PARK
SCH SITE
HAROLD
ALT #5
ALT #4
ALT #3
ALT #2

9210.

L.

April 13, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the Consent Calendar for the April 25 meeting will be six requests from the City of Portland for approval of Urban System projects.

One is for a $358,500 project to signalize six intersections on Columbia Boulevard.

Another is for a $123,000 project to connect North Gantenbein Street to existing ramps of the Fremont Bridge.

A $776,000 project is being requested to reconstruct the intersection of Burnside Street, Sandy Boulevard, and 12th Avenue.

A "Turn-Key" project to replace signal equipment at 21 intersections in the Central Business District is a $600,000 request.

Another request is for a $3,532,000 project to widen Holgate Boulevard and replace the existing bridge over the Southern Pacific right-of-way.

A $45,000 project is being requested to signalize the intersection of S.W. Capital Highway and S.W. Huber Street.

Federal Urban System funds for these projects are estimated at $4,673,670 with the State providing approximately $380,415 in match funds and a like amount being contributed by the City of Portland.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

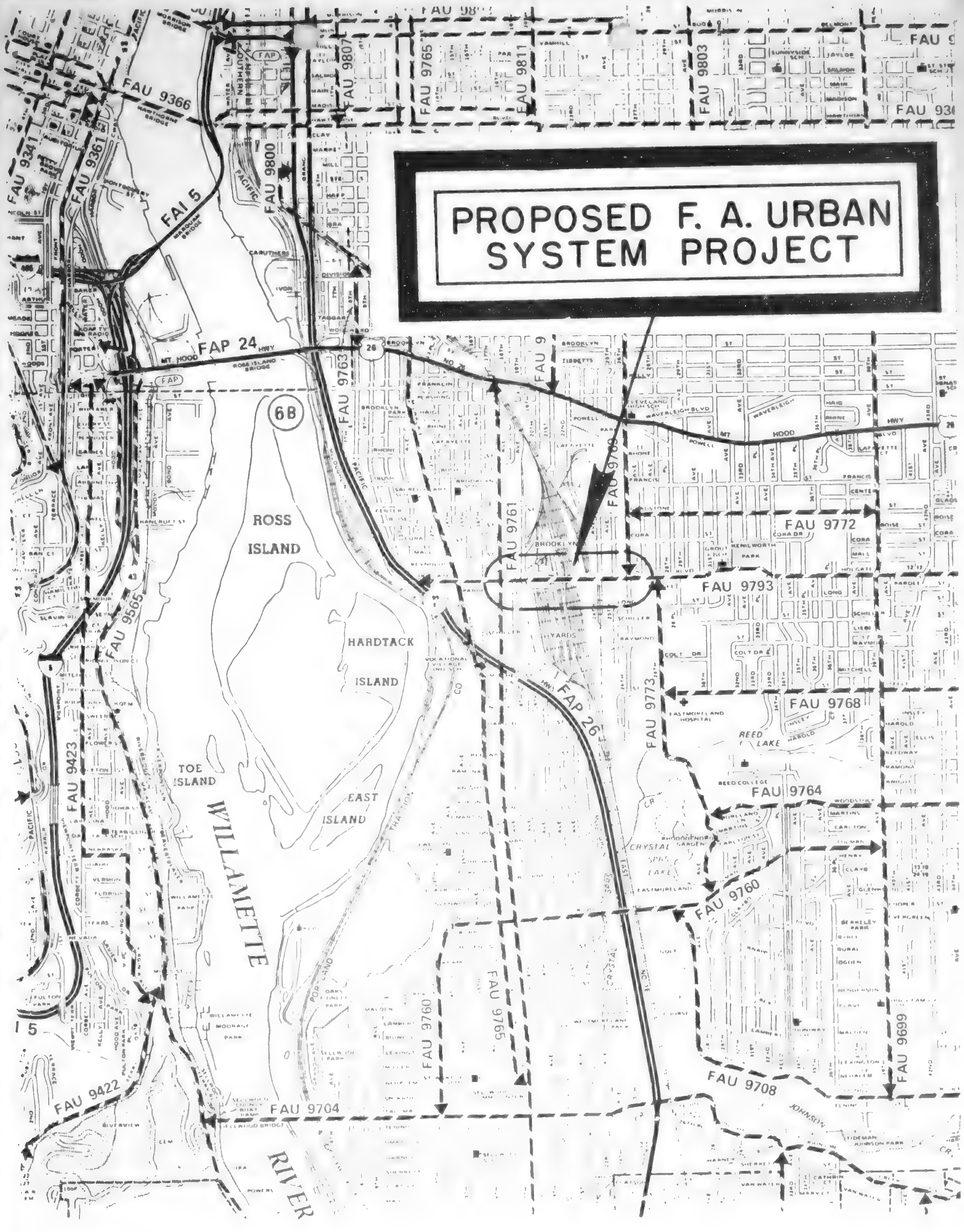
CITY OF PORTLAND
Proposed Urban System Project

S.E. 17th Avenue-S.E. 28th Avenue
Holgate Boulevard, FAU 9793
Grade, Pave, Structure, Signals,
  Illumination, Signing and Striping
0.57 miles
$3,532,000

This project consists of replacing the existing bridge over the Souther Pacific right-of-way and widening Holgate Blvd. The project will provide a four-lane street section with sidewalks on both sides. This request is for the right-of-way and construction phases, preliminary engineering was previously approved on March 30, 1976, and is being performed by the City.

City will perform the construction engineering.

78-d
4-11-78


PROPOSED F. A. URBAN
SYSTEM PROJECT
FAU 9807
FAU 9765
FAU 9811
FAU 9803
FAU 9366
FAU 9341
FAU 9361
FAU 9800
FAI 5
FAP 24
MT. HOOD HWY
ROSS ISLAND BRIDGE
MARQUAM BRIDGE
HAWTHORNE BRIDGE
FAP
26
6B
FAU 9763
FAU 9761
FAU 9769
FAU 9772
FAU 9793
FAU 9773
FAU 9768
FAU 9764
FAU 9760
FAU 9765
FAU 9699
FAU 9708
FAU 9704
FAU 9422
FAU 9423
FAU 9565
FAP 26
5
ROSS
ISLAND
HARDTACK
ISLAND
EAST
ISLAND
TOE
ISLAND
WILLAMETTE
RIVER
BROOKLYN
POWELL
HOLGATE
KENILWORTH PARK
YARDS
REED LAKE
REED COLLEGE
EASTMORELAND HOSPITAL
CRYSTAL SPRINGS LAKE
EASTMORELAND
SELLWOOD BRIDGE
JOHNSON CR.
SUNNYSIDE SCH.
DIVISION
CARUTHERS
CLINTON
WOODSTOCK
BYBEE
TACOMA

4210

L

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

March 6, 1978

RECEIVED
TECHNICAL SERVICES
MAR 7 '78
REFER TO
FOR
File
Act
Sign
O/R
R/D
Inves
Info

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

S. E. Holgate Blvd. O'xing of SPRR
17th to 28th Ave. Section
City of Portland
FHWA Refer: HBR 1-OR

We have reviewed your February 9, 1978 letter of comments on the preliminary plans for the subject structure. We have discussed these comments with the City of Portland and have agreed upon the following answers to these comments.

The use of pile supported footings in the area of the tracks is required because of the tight clearances encountered in that location.

Where proprietary items are called for on the plans, additional alternates will be added to the plans.

The City is aware of the deck slab waterproofing requirement and plans to add the necessary details to the plans and specifications.

Double rail elements will be called out where temporary guardrail is used on the structure.

The City plans to add scoring strips to the retaining wall exterior surfaces. This would break the wall into approximate 2'x4' size panels. We feel this would be sufficient architectural treatment for the walls in this location.

We would prefer to keep the bin walls in a vertical position instead of placing them with the grade line. A minimum depth concrete wall would be used on top of the bin wall to bring the wall up to the bottom of the sidewalk. This would allow compaction of the material under the walk. A precast sidewalk slab alternate will be called for in the specifications.

The cantilever wingwalls shown on Sheet "Bents 1 and 7 Details" are supported by the bent pile cap beam. Additional details will

Form 81-731-0027 (9-77)

be added to show the connection between the pile cap, back wall, and wingwalls. This should clear up the question of support for these walls. Dowels will be added at the connection between the approach slab and bent back wall.

The City has thoroughly inspected the existing structure and determined it can be moved. Their moving details are to be outlined in the specifications as a suggested method of providing the temporary detour structure. The contractor will be allowed to submit his own detour scheme subject to the engineer's approval.

We have not completed our structural check of the structure. When that is completed, there may be additional changes and corrections. At that time we will meet with the City and make sure the above items are incorporated in the plans and specifications.

[illegible]
WALTER J. HART

Walter J. Hart
Structural Design Engineer

cc ~~E.~~ S. Hunter
D. H. Moehring
Robert E. Rector (City of Portland)

9210

Form FHWA-121 (Rev. 5-73)

L

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: February 9, 1978

In reply refer to: HBR.1-OR

RECEIVED
TECHNICAL SERVICES
FEB 10 '78
REFER TO.
FOR

SUBJECT: Oregon Project M-9793(-)
S.W. Holgate Blvd. O'xing SPRR

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Br.
Oregon Department of Transportation
Salem, OR

[illegible] file
2-10-78

Mr. Thompson's memorandum of January 17, 1978, to Mr. Hardt transmitted preliminary plans for this project. We have reviewed the plans and foundation report and have the following comments:

The foundation report recommends spread footings. We assume piling are being used because of the confinement caused by the railroad tracks. This appears to be a satisfactory solution at this site.

We are concerned about the numerous proprietary references throughout the plans. The City of Portland is evidently unaware of our requirements that several alternatives must be listed. Examples include inserts in the utility overhang, the joint seal material and the steel pile tip reinforcement.

This structure is in the urban Portland area and probably will have salt treatments. A membrane under the wearing surface or other waterproofing is required.

The guardrail on the temporary structure refers to a standard drawing. We assume that double rail elements are specified.

There are large areas of concrete retaining wall required. We suggest that some kind of surface texturing treatment be specified to break up these flat surfaces.

Wall "A" uses the bin wall type construction to bring the roadway down to original ground. We see a compaction problem on the sidewalk area and recommend you orient the wall 6% perpendicular to the roadway grade and carry the outside bin wall section up to the bottom of the sidewalk slab. This would allow better compaction and also a potential alternate of a precast slab anchored by a footing and the outside bin wall.

2-9-78

We find the plans confusing between the bin wall (Sta. 23-35) and the bridge end (Sta. 20+98.87). Are we missing a plan sheet? Perhaps this sheet would clear up the confusion of the support of the wing wall shown as sections Abutment & Wing Wall and A-A on sheet "Bents 1 through 7 Details". We also note there are no dowells into the abutment in the approach slab connections and feel a connection is desirable.

It appears that a lot of effort has been expended in designing a scheme to move the existing bridge. We assume the City has vigorously inspected the existing structure and is sure such moving for a temporary connection is possible in its deteriorated condition. The moving subcontractor may wish to use his own method and could save some money. Provisions should be made for this eventuality.

For G. L. Green

cc:
W. Hart (Structures)

9210 12-77 Portland

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

S.E. 17th Ave.-S.E. 28th Ave.
Section
S.E. Holgate Blvd.
Multnomah County

Attached are 23 Files (42 Parcels), an authorization and R/W prints for the subject City of Portland project, which is scheduled for the 4th quarter of 1979.

It is our understanding that our R/W people will handle the acquisitions for the City of Portland and that the easement designations of both use and time period will be determined by them.

The boundaries of the R/W and easement limits for this project were furnished by the City of Portland Engineer, Robert Rector.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.
cc: Chuck Pietrock, Metro. Office

9210

Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 19, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: SE 17th Ave.-SE 28th Ave.
FAU 9793 (Holgate Boulevard)
Multnomah County

TO: MEMO TO THE FILES

A cursory review of the incomplete roadway plans indicate very good conformance to ODOT contract plans format.

Drainage portion of the plans were not included for review.

Also, a more in-depth review of the stage construction will be made when details are available for the moving of the existing structure as a detour and staging proposed for the new structure.

It is assumed the roll maps of the plan and profile will be re-drafted to fit the standard federal aid size sheets as required on State and Federal aid contracts.

RECEIVED
DEC 20 1977
ENGINEERING SECTION

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout
Do Not File ☐
Return To
Bring Up / /
Action

WHS:ab
cc: Walt Hart

9:10

DEPARTMENT TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATI N

M-9793(1)
STAT JECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-84

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
9-30-77

FEDERAL ROUTE NUMBER
FAU 9793

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
"SE. 17th Avenue -SE. 28th Avenue (Portland)"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including utility and railroad preparatory work TEC NTE $20,000 F.F. $17,160

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of September 30, 1977

Swan
11-1-77

DATE
10-27-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9210

L.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: September 14, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project M-9793(1)
S.E. 17th Ave.-S.E. 28th Ave. Holgate Blvd.
Final Negative Declaration

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attached is a copy of the subject declaration which I have concurred in today. The original document has been forwarded directly to Mr. Gary Potter in the Environmental Section.

G. L. Green

Attachment

cc:
C. Laux (Program Management)

RECEIVED
STATE HWY ENGR
SEP 15 '77
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
TECHNICAL SERVICES
SEP 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Final Draft Negative Declaration
SE 17th Avenue-SE 28th Avenue
Holgate Blvd.
City of Portland
Multnomah County, Oregon

This final negative declaration and noise study report for the above Federal-Aid Urban project has been prepared in consultation with the Federal Highway Administration pursuant to regulations in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2.

LOCATION AND HISTORY OF PROJECT Holgate Blvd. is an east-west street which serves the southeast section of Portland from McLoughlin Blvd. just east of the Willamette River to SE 136th Avenue in Multnomah County. (See Figure 1) The project is located near the western end of Holgate Blvd. between SE 17th Avenue and SE 28th Avenue. Holgate Blvd. passes over a Southern Pacific Transportation Company rail yard between 18th and 23rd Avenues on a structure. This structure was constructed in 1916 to serve a street car line and automobile traffic.

DESCRIPTION AND PURPOSE OF PROJECT Holgate Blvd. is currently 36 ft. wide (41 ft. wide from 24th Avenue to 26th Avenue) and operating with four narrow travel lanes except at the overpass structure which is 28 ft. wide and operating with two travel lanes. Traffic signals are located at the intersections of Holgate Blvd. with 17th Avenue, 26th Avenue, and 28th Avenue. A typical section of 60 feet is proposed throughout, with two 11 ft. inside lanes, two 12 ft. outside lanes and 7 ft. sidewalks.

VICINITY MAP

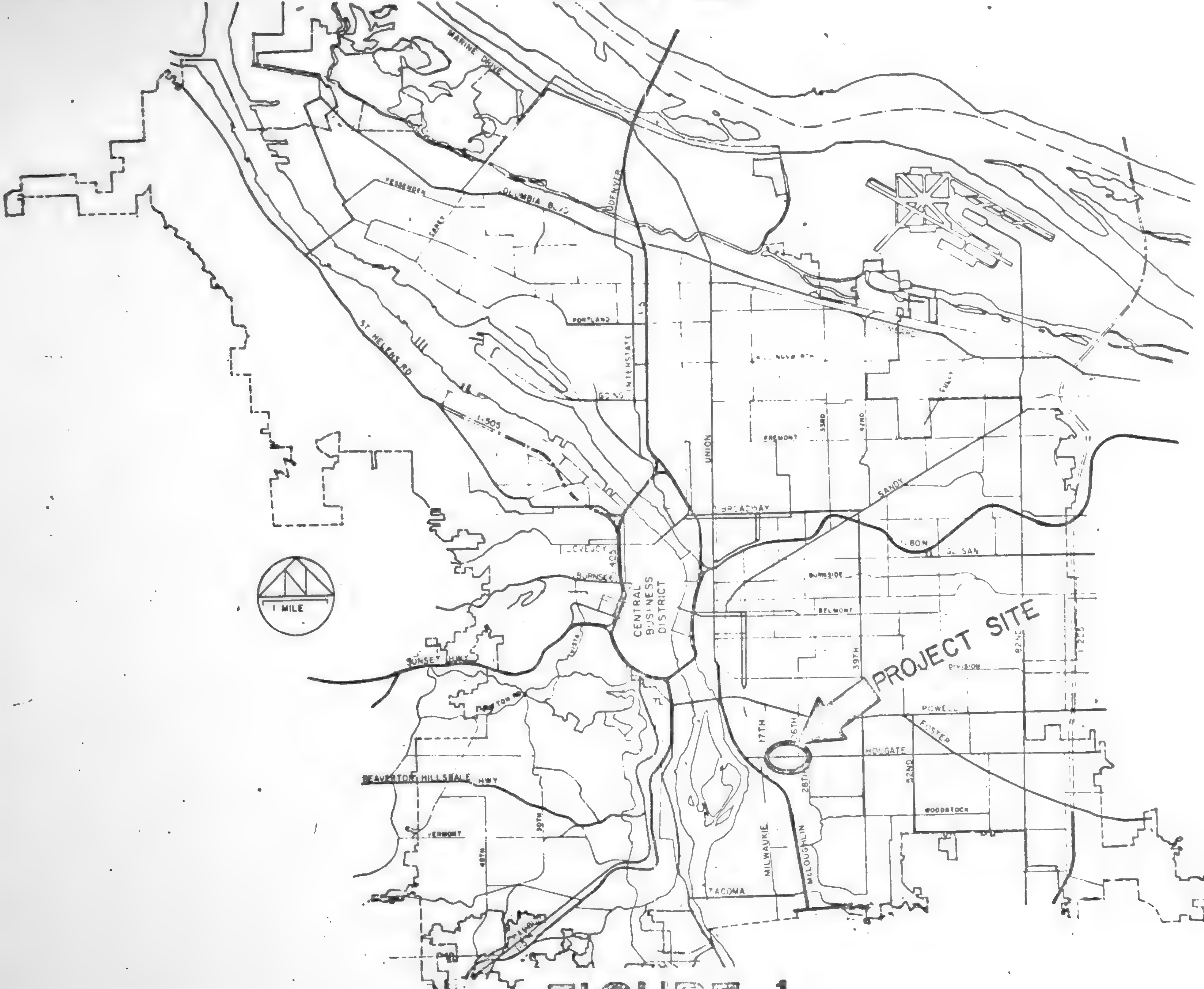

MARINE DRIVE
FESSENDEN
COLUMBIA BLVD
DENVER
CARey
PORTLAND
ST HELENS RD
I-505
INTERSTATE
I-5
UNION
FREMONT
33RD
42ND
SANDY
BROADWAY
I-80N
GL SAN
LOVEJOY
405
BURNSIDE
CENTRAL BUSINESS DISTRICT
BELMONT
1 MILE
SUNSET HWY
VISTA
39TH
82ND
I-205
DIVISION
PROJECT SITE
POWELL
FOSTER
17TH
26TH
HOLGATE
28TH
52ND
WOODSTOCK
BEAVERTON-HILLSDALE HWY
30TH
VERMONT
49TH
MILWAUKIE
McLOUGHLIN
TACOMA

FIGURE 1

Current right-of-way width is 60-ft. west of 24th Avenue, 55 ft. from 24th Avenue to 26th Avenue, and 50 ft. from 26th Avenue to 28th Avenue. Right-of-way will be purchased on the south side of Holgate Blvd. to provide a 60 ft. right-of-way. Easements will be obtained for approach ramp fill slopes.

The existing steel plate through girder bridge over the Southern Pacific Transportation Company right-of-way is 28 ft. curb to curb with two 7 ft. sidewalks, a wooden deck and an inadequate vertical railroad clearance of 22 ft. The proposed structure will be a prestressed concrete bridge with a 46 ft. roadway, two 7 ft. sidewalks and a vertical clearance of 24 ft. Total structure width will be 62 feet. A temporary two lane bypass structure will be located adjacent to the north side of the existing structure's location to minimize traffic disruption during construction. The existing structure will be moved and utilized as the bypass structure.

It will be necessary to close 24th Avenue both north and south of Holgate Blvd. since the proposed east approach to the bridge will be above the existing Holgate Blvd. grade. A new street (requiring right-of-way acquisition) will be constructed approximately 125 ft. north of Holgate Blvd. between 24th and 25th Avenues to provide 24th Avenue motorists an access to Holgate Blvd. South of Holgate a portion of Pardee Street at 24th Avenue will be improved to provide a turn-around area, and SE Schiller Street will be improved between SE 24th and 25th Avenues to give 24th Avenue motorists a route to Holgate. (See Figure 2)

Borrow material and other construction materials will be obtained from local commercial sources. Waste materials will be disposed of in a manner not contrary to any rules or regulations.

PROJECT SITE

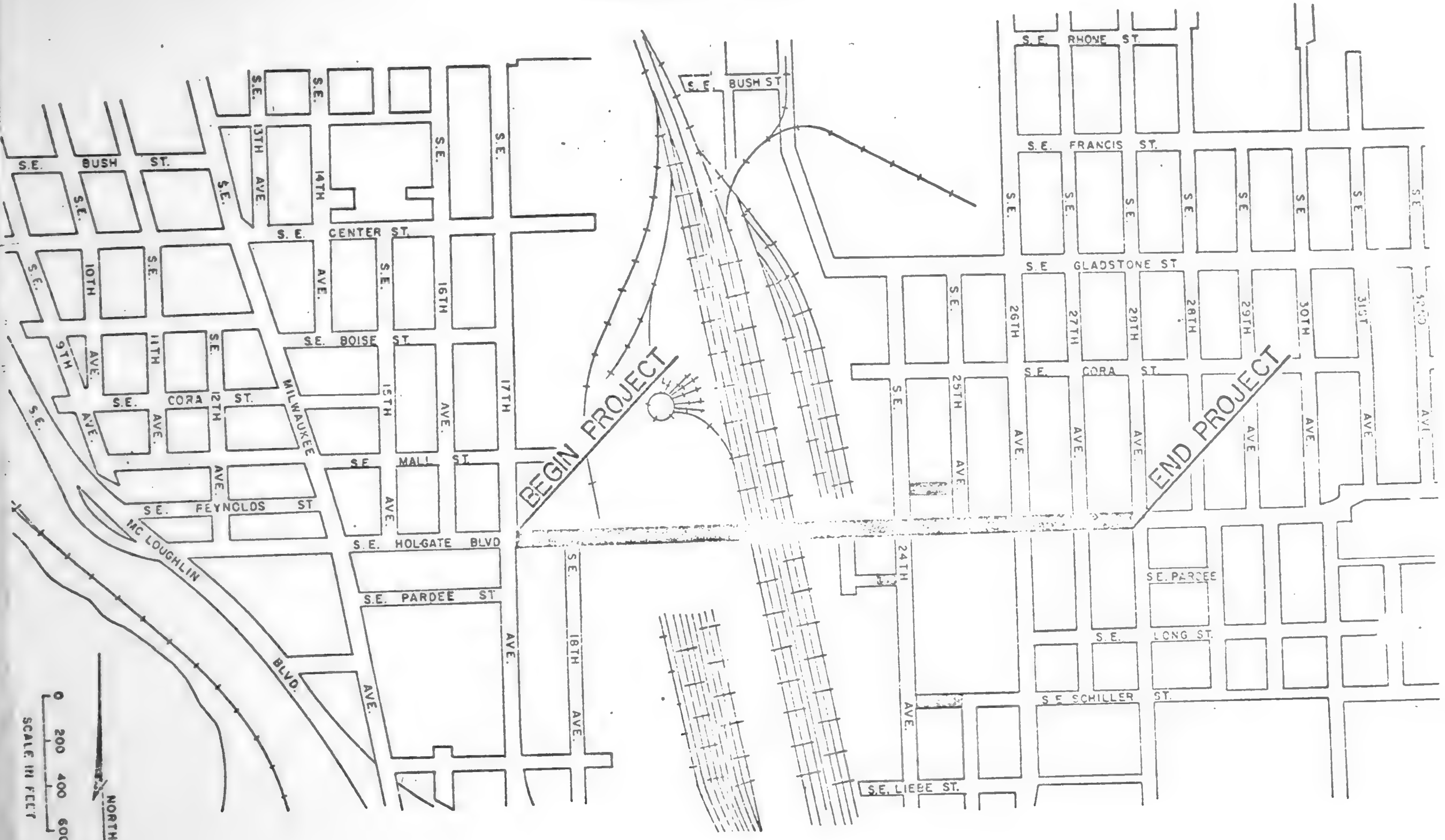

BEGIN PROJECT
END PROJECT
S.E. BUSH ST.
S.E. CENTER ST.
S.E. BOISE ST.
S.E. CORA 12TH ST.
S.E. MALL ST.
S.E. FEYNOLDS ST
S.E. HOLGATE BLVD
S.E. PARDEE ST
MC LOUGHLIN BLVD.
MILWAUKEE AVE.
9TH AVE.
10TH
11TH AVE.
13TH AVE.
14TH
15TH AVE.
16TH AVE.
17TH AVE.
18TH AVE.
S.E. BUSH ST
S.E. RHONE ST.
S.E. FRANCIS ST.
S.E GLADSTONE ST
S.E. CORA ST.
24TH AVE.
25TH AVE.
26TH AVE.
27TH AVE.
28TH AVE.
29TH AVE.
30TH AVE.
31ST AVE.
S.E. PARDEE
S.E. LONG ST.
S.E. SCHILLER ST.
S.E. LIEBE ST.
S.E.
NORTH
0 200 400 600
SCALE IN FEET

FIGURE 2

The primary purpose of the project is to replace the existing bridge over the Southern Pacific right-of-way for safety reasons. The bridge was constructed in 1916 and is nearing the end of its useful life. The main plate girders are deteriorating from rust. The steel beam deck supports are of inadequate size and are experiencing rust deterioration. In addition, the timber deck is decaying. It is estimated that the bridge has less than 5 years of useful life remaining and a load limit of 20 tons per vehicle, 10 tons per axle has been placed on the structure. In addition to the structural problems, the bridge is too narrow, has inadequate vertical clearance over the railroad, has poor sight distance, and is constructed without a vertical curve. The lack of a vertical curve coupled with 5 and 7 percent approach ramps offers motorists an uncomfortable and unsafe ride.

A secondary purpose of the project is to widen the narrow Holgate Blvd. roadway which will offer increased safety to motorists.

EXISTING ENVIRONMENTAL SETTING

Portland is located 65 miles inland from the Pacific Ocean with the low Coast range mountains located midway between the ocean and Portland. The Coast range provides limited shielding from the Pacific Ocean which frequently moderates Portland weather. Mean annual precipitation is 38 inches with 88 percent occurring in October through May, 9 percent in June and September, and 3 percent in July and August. Precipitation is most often in the form of rain, with only 5 days of measurable snow in an average year. Winters are usually mild with cloudy skies, rain and southeasterly surface winds. Summers are generally mild with little rain and northwesterly winds. The mean annual temperature is 52.5 degrees fahrenheit, and temperatures below zero or above 100 degrees fahrenheit are infrequent.

All land abutting Holgate Blvd. from SE 17th Avenue to SE 28th Avenue is zoned for heavy, general, or light industrial usage with the exception of one property which is located on the southwest quadrant of the Holgate and 28th Avenue intersection. This property is zoned for general commercial usage. Approximately 100 feet north of Holgate Blvd. from 25th Avenue to the east, land is zoned for duplex usage.

Land adjacent to Holgate Blvd. is generally developed with manufacturing or warehousing with some commercial usage. Four manufacturing companies, a supply company, five warehouses (1 vacant), a meat company, an oil company, a service station, a bank, and a restaurant are located within the project limits. Tri-Met's maintenance garage and storage yard are located between 17th and 18th Avenues north of Holgate. It serves one-half of Tri-Met's 500 bus fleet, the other half being served by Tri-Met's SE 96th Avenue at Powell Blvd. facility. Holgate Boulevard is used both as a part of a regularly scheduled transit route and as a return route to the maintenance garage for buses at the end of their routes. Land both north and south of Holgate between 18th and 23rd Avenues is devoted to Southern Pacific's rail yard and truck parking for its piggyback operation. There are two undeveloped parcels located north of Holgate on either side of 26th Avenue, and another two undeveloped parcels on the south of Holgate on either side of 27th Avenue. Residential land use is found just north of Holgate (but not adjacent to Holgate) from 24th Avenue to the east. One multiple family development is located approximately 150 ft. south of Holgate Blvd. along the west side of 28th Avenue.

Flora immediately adjacent to Holgate Blvd. is virtually nonexistant. Asphalt pavement, concrete sidewalks and structures at the property line cover the earth. A few undeveloped parcels of land support grasses. Fauna common to the area include robins, sparrows, starlings, crows, pigeons, and small mammals typically found in highly urbanized areas.

The Oregon State Historic Preservation Office was consulted to determine if there were any historic or archeological sites in the project area. They concluded that the area is not of historical significance and since disturbance of previously undisturbed ground is minimal, there will be no likely impact to archeological resources. A copy of the State Historic Preservation Office response is included in the Appendix. No properties in the area hold historic landmark designation; although the Portland Historical Landmarks Commission considered the Tri-Met car barns located north of Holgate Blvd. at 17th Avenue late in 1976, but decided not to seek historic landmark designation.

Current average weekday traffic volume across the Holgate structure is 22,785. Morning peak hour traffic occurs from 7 to 8 AM and is 1,730 vehicles. while the evening peak hour count occurs from 4 to 5 PM and is 2,048 vehicles. Heavy truck percentage is approximately 5 percent during peak hours, and 8 percent during off peak hours. Holgate Blvd. is speed zoned for 25MPH west of the Holgate structures, and 35MPH east of that. Accidents occurring on the Holgate structure and approaches averaged four per year from 1972 through 1975. The majority of these were rear-end collisions. A head-on collision resulted in a fatality in 1974.

The future traffic volume is estimated to be 25,000 vehicles per day in 1990, and the maximum one-hour volume is estimated at 2,200 vehicles. Speeds are estimated to be 30MPH, and truck percentages should remain the same at 5 percent during peak hours and 8 percent during off peak hours. The proposed project will not increase traffic volumes since traffic is, and will be limited by traffic signals at the intersection of Holgate with 17th, 26th, and 28th Avenues.

Portland's Arterial Streets Policy designates Holgate Blvd. as a Neighborhood Collector Street from McLoughlin Blvd. to SE 28th Avenue. Policy guidelines state that through traffic should be discouraged from using Neighborhood Collector Streets, and parking removal or right-of-way purchases should not be undertaken except at specific locations or under special circumstances. The Policy designates Holgate Blvd. as a Minor Transit Street which is intended to provide local transit service. The project is not inconsistent with the Arterial Streets Policy since right-of-way purchases will be made to provide safety improvements, and the project will not encourage additional traffic to use Holgate Blvd.

The Columbia Region Association of Governments' Interim Transportation Plan classifies Holgate Blvd. as a collector.

ALTERNATIVES TO THE PROPOSAL Several location alternatives were investigated up to 1,500 feet north and 3000 feet south of the present Holgate structure. All of the alternative locations were rejected because they would result in extensive right-of-way acquisition, major changes in travel patterns, and would heavily impact residential areas with increased noise. The locations investigated were at Reedway Street, Ellis Street, Harold Street, Steele/Insley Streets and Gladstone/Center Streets.

Design alternatives considered were the "no-build" alternative and two lane alternative.

A strict "no-build" alternative is being considered; however this would mean doing absolutely nothing to the Holgate structure, including no rehabilitation. The result would be continued deterioration of the Holgate structure and eventual closure of the bridge, requiring a major redistribution of traffic. It is not reasonable to assume that the structure would be left to deteriorate to the point of closure; therefore, a modified "no-build" alternative is also included, and is defined as rehabilitating the structure in its same configuration. This would result in a structure with many of the same problems as the existing structure; namely a narrow 28 foot roadway, inadequate vertical clearance over the railroad, inadequate sight distance, no vertical curve in the roadway, steep approach ramps, and hazardous traffic merging movements on the approaches. In addition, the four narrow travel lanes would remain beyond the approach ramps.

The two-lane alternative would replace the Holgate structure and approaches, but only allow two travel lanes. The structure roadway would have to be approximately 36 feet wide to provide shoulders for possible stalled vehicles. Roadway width beyond the bridge approaches within the project limits would remain as they are now (36 feet). This alternative would result in a structurally sound overpass with adequate vertical clearance and adequate sight distance; however, four unsafe narrow travel lanes would remain beyond the approach ramps, as well as the continuance of hazardous merge movements at the structure approaches.

DISCUSSION OF ENVIRONMENTAL IMPACTS It will be necessary to purchase 5 ft. of right-of-way from the south side of Holgate Blvd. from 24th Avenue to 26th Avenue, while a ten foot strip of land will be required from 26th Avenue to 28th Avenue. A 50 ft. wide strip will also be purchased approximately 125 ft. north of Holgate Blvd. between 24th Avenue and 25th Avenue.

Easements will be obtained for approach ramp fill slopes, and for temporary bypass construction. It will be necessary to remove the front of the Montag Oil Company office building located at 26th and Holgate; however, this will not be critical to the business and will only cause a temporary inconvenience. The project will displace one occupied rental house north of Holgate between 24th Avenue and 25th Avenue, and a Haley's Foods Corporation located at 24th Avenue and Holgate Blvd. Persons displaced will be eligible for benefits under the Uniform Relocation Assistance Act of 1970. See the Appendix for a description of these benefits, and land acquisition procedures. Adequate replacement housing is available as indicated by a survey of the Oregonian during the last week of January, 1977. Advertisements indicated a daily average of 795 for-rent apartments, duplexes and houses in the Portland area.

Motorists desiring to travel westbound on Holgate Blvd. from 24th Avenue will be required to travel out of direction to reach Holgate since 24th Avenue will be closed at Holgate Blvd. Motorists north of Holgate Blvd. will have to travel an additional 400 feet, while motorists south of Holgate will have to travel an additional 900 feet.

No noise sensitive properties front Holgate Blvd. since all fronting structures are utilized for industry or commerce. Noise sensitive single family residences are located along SE 24th through 28th Avenues to the north of Holgate Blvd. The nearest residence with a clear line-of-sight to Holgate Blvd. is located approximately 135 feet north of Holgate on the east side of 26th Avenue. Side street traffic generates considerable noise for the residents north of Holgate. This is pronounced for 26th and 28th Avenues where traffic volumes are the heaviest. In addition, industrial and commercial facilities, truck and rail movements, and a power sub-station contribute noise to these residences. In order to determine Holgate Blvd. influenced noise at these noise sensitive residences, measurements were taken along Holgate and adjusted to yield noise values at the residences.

Noise data were gathered at two Holgate Boulevard sites during March of 1977. The sites were located at 24th Avenue and Holgate, and at 25th Avenue and Holgate. Measurements were taken during the afternoon peak traffic hour and yielded an L_{10} (L_{10} is the value in dBA which is exceeded 10 percent of the time) value of 74dBA at a distance of 50 ft. from Holgate Blvd. traffic. A value of 69dBA is obtained by distance adjustments for the nearest noise sensitive residence. Nightime measurements taken in 1973 and 1974 indicate that an evening and night time L_{10} value is approximately 57±2dBA for this residence.

Holgate- produced noise levels for the peak hour in 1990 is estimated at an L_{10} of 77dBA 50 ft. from Holgate, and 72dBA at the nearest noise sensitive property. These levels are slightly above Federal design noise levels of 75dBA for commercial properties and 70dBA for residences. A non-peak L_{10} value of 60-62dBA is predicted for 1990.

Despite the fact the estimated contribution of Holgate-produced noise at the nearest noise sensitive property exceeds the Federal noise level of 70dBA, the introduction of noise attenuation measures such as a berm or barrier will not be helpful since noise generated by 26th Avenue traffic exceeds that produced by Holgate Blvd. traffic. It is estimated that peak hour 26th Avenue generated noise will be 75dBA at the property in 1990.

Transportation is a major source of air pollutants in the United States. Gaseous emissions of vehicle engines include carbon monoxide (CO), unburned hydrocarbons (HC), oxides of nitrogen (NO_x) and oxides of sulfur (SO_x) which are the principal transportation related sources of air pollutants. Transportation accounts for 86% of the Portland air pollution load for carbon monoxide, 63% for oxides of nitrogen, and 6 to 12% for sulfur oxides. Excessive concentrations of these gases in the atmosphere are detrimental to humans, wildlife and vegetation. Since 1963, governmental regulations have required increasingly more effective devices on automobiles to reduce engine exhaust pollutants. The Holgate project will not be detrimental to air quality in the project area since it will not encourage additional traffic. Current daily traffic of 22,785 vehicles is expected to increase to 25,000 by 1990, but the increase is projected for both the proposed project and for the "no build" alternative. Widening the Holgate structure from two to four lanes will not increase traffic volumes, since traffic is, and will be, limited by traffic signals at the intersection of Holgate with 17th Avenue, 26th Avenue and 28th Avenue. Practical capacity for these Holgate Blvd. intersection approaches vary from approximately 700 to 800 vehicles per hour. Current peak hour traffic volumes are well above these figures. Westbound peak hour volume is 1,272 vehicles, while eastbound peak hour volume is 1,321 vehicles. The intersections are operating at capacity now (level of service "E") and will not handle additional peak hour traffic. Air quality of the area should improve in the future as newer, more pollution free automobiles are produced and come into use, and as older, more polluting autos are retired. In addition, the new wider Holgate structure will eliminate current traffic conflicts due to merging from two travel lanes to one lane in each direction. Elimination of these conflicts will result in smoother traffic flow thus reducing carbon monoxide and hydrocarbon emmissions.

The project has been coordinated with the Oregon Department of Environmental Quality (DEQ), and an application for an Indirect Source Construction Permit was submitted to the DEQ in February of 1977.

Additional information needed for the Permit will be submitted to the DEQ in the future. The purpose of the Indirect Source Construction Permit is to assure that projects will not violate the Clean Air Act Implemention Plan for Oregon or ambient air quality standards. The project is not expected to contribute to the violation of either the State of Oregon Clean Air Act Implementation Plan or ambient air quality standards, since the project will not encourage additional traffic.

Motorist safety will be increased by the proposed project because of three factors. First the 105 ft. sight distance on the existing Holgate structure and approaches will be increased to an adequate 250 ft. The existing 105 ft. sight distance is inadequate since it takes 100 ft to stop from a speed of 30MPH on a dry roadway assuming a one-second reaction time. Secondly, dangerous merges will be eliminated at the approaches to the Holgate structure. Four travel lanes are currently funneled into two lanes on the structure with resulting conflicts between vehicles. This situation will be remedied by carrying four travel lanes throughout the length of the project. Finally, motorist safety will be increased because the Holgate roadway will be widened from a narrow 36 ft. to a 46 ft. width. The current 36 ft width is too narrow to safely handle four travel lanes, since there is little margin of error for a motorist attempting to drive in a 9 ft. wide travel lane.

The usual disagreeable effects of any street construction project will be experienced during construction of the proposed project. Dust, construction equipment noise, and traffic disruption will be evident. Adverse environmental effects due to construction will be minimized by requiring the contractor to uphold all federal, state, and local regulations controlling air and water pollution, open burning, dust and construction equipment noise. Four stages of construction will be employed to keep traffic disruption at a minimum. It will be necessary to totally close Holgate Blvd. to vehicular and pedestrian traffic for two periods of approximately 6 hours duration and two, two day periods. These closures are necessary to construct approach ramps and to move the existing Holgate structure to the north for use as a temporary bypass structure. The bypass structure will accomodate trucks and buses. All of the closures will be made during periods of low traffic demand on week-ends to keep congestion on alternate routes at a minimum. Holgate week-end peak hour volumes are approximately one-half of week day peak hour volumes. Traffic will be able to use alternate east-west routes such as Tacoma Street, Bybee Blvd., Powell Blvd., and numerous east-west streets north of Powell Blvd. Signing will be provided at major re-routing points and ample advance publicity will be given so that the motoring public is aware of the closure and can redistribute to other routes. The periods when Holgate Blvd. is closed to traffic will require some temporary re-routing of Tri-Met buses, but should not present a major operational problem or public inconvenience.

Construction of bridge footings and piers will close some adjacent railroad tracks; although the effect on railroad operations will be minimal since the tracks are used for rail car storage. All construction will be scheduled and coordinated so that mainline trains may run on schedule.

COMMENTS RECEIVED

The State Clearinghouse conducted an A-95 review of the Holgate project in the spring of 1976, and comments were received from two reviewing agencies. The land Conservation Development Commission (LCDC) commented that effects, although measurable, would be acceptable, and that the project should be coordinated with local efforts to develop a comprehensive plan. Portland's Bureau of Planning is developing Portland's comprehensive plan and is represented on the Technical Advisory Committee for the Holgate project. The project is consistent with LCDC goals and guidelines. The Department of Environmental Quality commented that alternate alignments might create severe noise impacts, and should be fully addressed if considered. After subsequent investigation, none of these alternatives were deemed to be feasible.

A Draft Negative Declaration was circulated for comments to interested agencies and organizations on May 27, 1977. Tri-Met responded with information regarding bus operations on Holgate Blvd. for inclusion in the Existing Environmental Setting and Discussion of Environmental Impacts sections. This information has been included in this document. A copy of Tri-Met's letter is included in the Appendix.

The Oregon Department of Environmental Quality (DEQ) responded with comments about air quality and noise. (A copy of DEQ's letter is included in the Appendix.) The text was revised to reflect DEQ's air quality comments. DEQ suggested using noise descriptors such as L_{dn} and L_{eq}. These descritpors were originally considered when the noise study was initiated; however, Federal guidelines state that either L_{10} or L_{eq} may be used, but not both. It was decided to use L_{10} since it is an accepted descriptor long used in highway noise studies. The DEQ also had concerns about noise along the proposed frontage road between 24th and 25th Avenues, and about noise mitigation measures. The concerns about noise attenuation are addressed in the text. Noise levels along the proposed frontage road should not be excessive since the frontage road will serve local traffic only. The main user will be Consolidated Supply Co. located on the northwest quadrant of the 24th and Holgate intersection.

This firm estimates that 35 heavy trucks make trips to its firm daily, and half of these would use the new frontage road.

On June 28, 1977 at 7:30 PM a corridor-design public hearing was held at Grout Elementary School (located at 31st and Holgate). The majority of people commenting favored the four lane alternative. Some of the businessmen that will have right-of-way purchased from them had questions and concerns about how right-of-way purchases would be conducted.

A three lane alternative was suggested. This alternative was investigated but rejected because it would be necessary to utilize a reversible center lane to adequately handle traffic flow, and this would present many safety hazards.

An objection to the closure of access at 24th Avenue was made. This closure is necessary to give adequate sight distance over the Holgate structure.

The addition of a bicycle lane was suggested. Provisions will be made for joint bicycle/pedestrian sidewalk usage, but the addition of an exclusive bicycle lane is not justified since additional right-of-way purchases and relocations would be required.

BASIS FOR NEGATIVE DECLARATION

The Oregon Department of Transportation concludes that the proposed project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the project will not significantly affect the quality of our environment; therefore, an environmental impact statement will not be required.

LN:mmc

8/25/77

8-30-77
Date

J H Winstey for
Technical Services Engineer

9-14-77
Date

Original Signed By
G. L. Green
Division Administrator
FHWA Division Administrator

APPENDIX

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: December 15, 1976

Mr. John M. Lang, Chief
Bureau of Street and Structural Engineering
City of Portland - 400 SW Sixth Ave.
Portland, OR 97204

RE: SE Holgate Blvd.--
SE 17th Ave. to
SE 28th Ave.

Dear Sirs:

This letter is in response to your request for official comment from the State Historic Preservation Office regarding impact of your federally funded project on cultural resources.

After a careful review of your proposed project, our office can offer the following comments. We feel the area of the project is not of historic significance and since ground disturbance of previously undisturbed ground is minimal, this office feels that there will be no likely impact to archeological resources. We therefore feel no cultural resource surveys are required and that the project is in compliance with Public Law 89-665 and Executive Order 11593.

Sincerely,

Paul B Hartwig

Paul B. Hartwig
Historical Programs Coordinator
State Historic Preservation Office

EL:ko

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 238-4844

APPENDIX

June 28, 1977

Mr. John Lang, Chief
Bureau of Street & Structural Engineering
City of Portland
400 S.W. Sixth Avenue
Portland, Oregon 97204

Dear John,

This letter is in response to your request for comment from Tri-Met regarding the draft negative declaration for the Holgate Boulevard (S.E. 17th Avenue to S.E. 28th Avenue) project.

Existing Environmental Setting:

This portion of Holgate Boulevard is used both as part of a regularly scheduled transit route and as a return route to the maintenance garage for buses at the end of their routes. Perhaps some mention of the importance of this street to transit operation should be made in this section of the report.

Discussion of Environmental Impacts:

This section discusses the staged construction involving moving the existing Holgate structure to the north for use as a temporary by-pass structure. It should be made clear whether or not the load limit will be changed to restrict bus and truck traffic during this phase of the construction.

The two periods when Holgate Boulevard will be closed to traffic will require some temporary reroutes of buses to alternate streets, but should not present a major operational problem or public inconvenience.

Sincerely,

Ron Higbee
Transportation Engineer

RH:jd

RECEIVED
JUL 5 1977
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

1234 S.W. MORRISON STREET, PORTLAND. OREGON 97205 Telephone (503) 229-6086

July 8, 1977

Bureau of Street and
Structural Engineering
City of Portland
400 S. W. Sixth Avenue
Portland, Oregon 97204

Attn: Mr. John M. Lang

Re: SE Holgate Blvd.
17th Avenue - 28th Avenue Section
AQ Highway File No. 26-7003
Draft Negative Declaration Comments

Gentlemen:

The Department has reviewed the Draft Negative Declaration submitted with your letter of transmittal dated May 27, 1977. Please include our comments (attached) in your further consideration of this project and in the preparation of the Final Negative Declaration.

Thank you for the opportunity to comment on this project. If you have any questions, please feel free to contact Mr. Norm Jette (Noise Control) or myself (Air Quality).

Sincerely,

WILLIAM H. YOUNG
Director

Anthony J George J.

Anthony J. George, Coordinator
Transportation Control Program

AJG:h

Enclosure

cc: Norm Jette w/attach.

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JUL 11 1977
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Contains
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Materials

APPENDIX

COMMENTS ON DRAFT NEGATIVE DECLARATION
Submitted by
OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY
July 8, 1977

NOISE COMMENTS:

1. The Department does not consider the Federal design level of 70 dBA L_{10} to be protective of the public health or welfare.

   Surogate noise descriptors such as L_{dn} and L_{eq} should be quantitatively assessed, including a quantitative discussion of community annoyance, potential for complaints and/or potential for community action.

2. The residential area around the proposed frontage road between 24th and 25th Avenues (north of Holgate Boulevard) should be studies for potential noise increases and attendant community response.

3. All residences affected by noise from the proposed project (particularly those above FHWA design levels) should be considered for acoustical treatment to mitigate noise impacts.

AIR QUALITY COMMENTS:

1. When referencing the automobiles contribution to overall air pollution problems, data specific to the area in question should be used--in this case, Portland, Oregon. For example, DEQ data indicates motor vehicles constitute 86% of the CO emissions, 63% of the oxides of nitrogen emissions, 11% of TSP emissions and 6 - 12% of the oxides of sulfur emissions.

2. The Indirect Source Construction Permit application is currently incomplete and will not be processed until all required information is received by the Department.

3. No factual or quantitative data is submitted in support of the statement that the project "will not cause or contribute to the violation of either the State of Oregon Clean Air Act Implementation Plan or ambient air quality standards." Therefore, it has not as yet been demonstrated that the project is consistent with the Clean Air Act Implementation Plan.

APPENDIX

ACQUIRING LAND FOR HIGHWAYS

A description of the Highway Division's land acquisition program

OREGON
STATE
HIGHWAY
DIVISION

The continuing and increasing demand for expanded highway facilities in Oregon imposes upon the Highway Division the difficult task of acquiring land to meet this need. It is the aim and desire of the Division to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Highway Division thus has a dual responsibility–recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Highway Division personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Highway Division appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Highway Division Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading": he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Highway Division will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the State Highway Division.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of

ACQUIRING LAND FOR HIGHWAYS

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DIVISION

The continuing and increasing demand for expanded highway facilities in Oregon imposes upon the Highway Division the difficult task of acquiring land to meet this need. It is the aim and desire of the Division to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Highway Division thus has a dual responsibility–recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Highway Division personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary

rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Highway Division appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Highway Division Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Highway Division will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the

amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the State Highway Division.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property, however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of

APPENDIX

acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assessments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice. This notice will not be issued prior to the State's purchase of the property; however, in no event will an owner-occupant be required to surrender possession prior to receiving payment. In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations are commenced with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Highway Division to acquire the property and give the requirements for eligibility for relocation benefits.

The Division is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Highway Division, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Division is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the State Highway Division maintains fully-staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Portland 97202
Telephone No.
653-3116

2960 State Street
Salem 97310
Telephone No.
378-2641

1523 SE Cobb Street
Roseburg 97470
Telephone No.
672-6541, Ext. 226

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911, Ext. 38

1102 "K" Street
LaGrande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the State Highway Division prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

   The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Highway Division who is qualified by education, training, and experience to make property appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Division will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

81-734-3773
Rev. 3-1-75

APPENDIX

MOVING BECAUSE OF THE HIGHWAY?

A DESCRIPTION OF THE HIGHWAY DIVISION'S RELOCATION ASSISTANCE PROGRAM

State Highway Division policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the State Highway Division property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON STATE HIGHWAY DIVISION

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The State Highway Division maintains fully-staffed regional right of way offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Portland 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6541, Ext. 226

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911, Ext. 38

1102 "K" Street
La Grande 97850
Telephone No.
963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file a written claim with the State Highway Division on a form provided for that purpose. Only those individuals or families in occupancy at the start of negotiations for the property are eligible to receive this payment. In some cases, where it is to the benefit of the displaced person, written prearrangement with the State Highway Division will allow the displaced person to present an unpaid commercial moving bill and the State Highway Division will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]	$140 [3 rm]	$220 [5 rm]
$100 [2 rm]	$180 [4 rm]	$260 [6 rm]

Seven or more rooms – $300

Furnished
[Relocatee does not own furniture]

$15 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE

[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. – 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations in occupancy at the start of negotiations for the property are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the State Highway Division from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed twelve months

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the State Highway Division.

Upon request by the displacee a preliminary determination of any of the above benefits will be calculated and presented to the displacee.

Claims for housing additives and rent supplements must be made in writing on a State Highway Division form supplied for this purpose and must be filed with the State Highway Division no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by State Highway Division personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. We advise that you have this determination made prior to making a commitment to rent or buy.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days written notice. This notice will not be issued prior to the State having control of the property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Highway Division has designated the Condemnation Supervisor and the Right of Way Engineer of the Highway Division as an appeals board. Appeals must be filed with the board within one year after the date of displacement.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached.

Appellants who are dissatisfied with the decision of the appeals board may make a final appeal, in writing, to the Administrator of the Highway Division in Salem.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost of replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
Or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$ 500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$ 500 maximum			Payment "in lieu" of all other benefits– requires approval of agency	Average of net earnings for [illegible] years prior [illegible] year of relocation $[illegible] minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

81-734-3772
Rev. 8-1-75

APPENDIX

9210

2.

August 30, 1977

Glen L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

RE: Final Negative Declaration
SE 17th Avenue-SE 28th Avenue
Holgate Blvd.
City of Portland
Multnomah County, OR

Dear Mr. Green:

Attached you will find copies of the final negative declaration for SE 17th Ave.-SE 28th Ave., Holgate Blvd., in Multnomah County. This final negative declaration has been approved by the Technical Services Engineer and is being submitted for your approval.

If you concur, please sign and return original to this office.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:ss

Attachments

bc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
AUG 30 '77
REFER TO
FOR

NOTED
J. H. VERSTEEG

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

March 7, 1977

GLEN PIERCE
Associate Civil Engineer
Bureau of Street & Structural Engineering
400 Southwest 6th Avenue
Portland, Oregon 97204

NOTED
E. S. HUNTER

Subject: Southeast Holgate Boulevard
Southeast 17th - 28th Avenue

I am repeating in this letter the answer that I conveyed by telephone to Larry Nordholm on February 22 regarding your letter of January 26 (attached).

Your request for assistance in developing the air quality analysis for the Negative Declaration and the Indirect Source Permit was considered by the Environmental Section. Pieter Dykman, Research Coordinator, informed me that with present and projected workloads combined with a manpower reduction in the air quality staff, it is not likely that any assistance can be provided on this project, or for that matter any project incapable of establishing a high statewide priority,for at least eight to twelve months. Pieter mentioned that this would also apply to any noise study assistance by the Environmental Section's acoustical engineering staff.

The existing posture of the Environmental Section is to act only in an advisory and review capacity for those projects in which the environmental study efforts are the responsibility of the local jurisdictions. Exceptions would generally depend on current workloads, or where a very minimal effort (less than one man day) may be provided on infrequent occasions.

You should proceed with both Holgate Boulevard and North Columbia Boulevard on the basis that no environmental research assistance can be provided by the Highway Division.

In an attempt to avoid having to go to a consultant for what appears to be a minor air quality effort for Holgate, I have requested that D.E.Q., through Tony George, work directly with the City of Portland and provide adequate assistance to accomplish the analysis and subsequently the Indirect Source Permit. Tony stated that this may be possible if D.E.Q. can be convinced through traffic analysis that the project will have an insignificant effect on corridor air quality. I have asked Larry to meet WITH Tony and discuss how that should be done.

I apologize for any delay that my term on jury duty may have caused. Please keep me advised on whether adequate assistance can be obtained from D.E.Q. for Holgate Boulevard.

JEFF KAISER
Environmental Planner

RECEIVED
STATE HWY ENGR
MAR 8 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

pq

cc Gary Potter
E. S. Hunter

326-1977
230

[illegible]

FILE 3/A

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

January 26, 1977

Jef Kaiser, Environmental Planner
Oregon State Highway Division
Metropolitan Section
5821 NE Glisan Street
Portland OR 97213

Re: SE Holgate Boulevard (SE 17th to 28th Avenue)

Dear Jef:

It is apparent that OSHD cannot provide us with assistance in preparing an Indirect Source Construction Permit early enough for the information developed to be used in the Holgate project Negative Declaration. We are therefore requesting any assistance you can provide which will be useful for the air quality portion of the Negative Declaration.

We are anticipating that the air quality information necessary for the Negative Declaration will not be extensive since the project will not promote increased traffic volumes. Traffic volumes are limited by signals at the intersections of Holgate with 17th Avenue, 26th Avenue, and 28th Avenue. The following project information is essentially the same as that given in my memo to you dated December 21, 1976, except that a left turn lane proposed on 28th Avenue at Holgate Boulevard has been deleted.

The proposed improvements to Holgate Boulevard are between SE 17th Avenue and SE 28th Avenue. (See Figure I.) Current right of way width is 60 feet west of 24th Avenue, 55 feet from 24th Avenue to 26th Avenue, and 50 feet from 26th Avenue to 28th Avenue. Right of way will be purchased on the south side of Holgate east of 24th Avenue to provide a 60 foot right of way. There are currently four travel lanes on Holgate except on the overpass of the Southern Pacific Railroad where there are two travel lanes. Traffic signals are located at 17th Avenue, 26th Avenue, and 28th Avenue. Replacement of the overpass is proposed, with four travel lanes planned throughout the project. Closure of SE 24th Avenue at Holgate will be necessary, and should result in only a minor shift in travel patterns since 24th Avenue is a local access street.

The average weekday traffic volume eastbound and westbound across the overpass was 22,785 vehicles. The peak hour counts westbound were 1,272 between 7:00 to 8:00 A.M. and 727 between 4:00 and 5:00 P.M. The eastbound counts were 458 from 7:00 to 8:00 A.M. and 1,321 from 4:00 to 5:00 P.M. These traffic counts were taken October 23, 1974, but are representative of current traffic as evidenced by traffic counts taken on Holgate Boulevard at 17th Avenue and 26th Avenue in December of 1976.

The percentage of heavy trucks was observed in November of 1976 and found to be 5% during peak hours and 8% during off peak hours.

The observed level of service during peak hours at the intersections of 17th Avenue, 26th Avenue, and 28th Avenue was "E," while the level of service at the overpass approaches was "F," completely stopped for short periods.

It is not anticipated that traffic volumes would increase appreciably in the future, as indicated by the CRAG Interim Report which projects 25,000 vehicles per day in 1990. This represents a 9% increase during the next 13 years. An estimate of the maximum 1990 one hour traffic volume is 2,200 vehicles. The maximum estimated 1990 8 hour load is 12,803. An estimate of vehicle speeds for these periods is 30 mph. The percentage of trucks should remain at 5% peak hour and 8% off peak.

We would appreciate any information about air quality, general or specific, that you think would be useful to us.

Sincerely,

Glen R. Pierce

GLEN R. PIERCE, ENGINEER III
Bureau of Street and Structural Engineering

LN:kp

Encl.

cc: Robert Rector

BOB - 2/24

Env. Section can provide no assistance on either the NEG DEC air analysis or the indirect source permit. I have advised the city accordingly. I have also requested that DEQ work directly with C.O.P in an attempt to accomplish this analysis without having to go consultant. Tom George stated that he would be willing to try. Jef

9210 12-15-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. *M-9793 (1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. M 84

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Div. Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 17 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-8-76

FEDERAL ROUTE NUMBER FAU 9793

STATE ROUTE NUMBER CityStreet

GENERAL LOCATION: "SE 17th Ave. - SE 28th Ave. (Portland) Section"

GENERAL DESCRIPTION OF WORK: Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 12-8-76 letter, I approve the change in project number to M-9793(1)*(Old M-0620(1) to conform with the approved system realignment.

DATE 12-15-76

SIGNATURE OF APPROVING OFFICIAL G K H for

TITLE Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

9710

TRANS

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-0620(1)
STATE PROJECT NO.

SE 17 Ave.-SE 28 Ave.

FROM: G. L. Green Division Administrator	PROGRAM NO.	COUNTY NAME Multnomah
	ITEM NO. M-84	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-27-76	FEDERAL ROUTE NUMBER FAU 0620 STATE ROUTE NUMBER City Street

GENERAL LOCATION:
City Street S.E. Holgate Blvd. (Portland)

GENERAL DESCRIPTION OF WORK:
Preliminary engineering including utility and railroad preparatory work.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

/X/ Program Approval
(TEC $120,000-FF $93,820)

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* All phases of PE necessary to obtain an approved final negative declaration at a total estimated cost of $100,000-FF $78,190.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 6-30-76, I approve the subject project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 6-30-76 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-27-76	Malach	For Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-050

93/c

AN EQUAL OPPORTUNITY EMPLOYER

PROJECT MANAGEMENT
JUL 06 '76
REFER TO
FOR
Info
Investigate
R/D
Action
File

STATE OF OREGON
1859

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

July 1, 1976

L.W. Rulien
State Highway Division
State Highway Building
Salem, Oregon 97310

Re: S.E. 17th Ave-S.E. 28th Ave
PNRS #7604 2 1660

The State Clearinghouse has received additional comments on your project from the Department of Environmental Quality subsequent to issuance of the original sign-off letter of May 25, 1976. DEQ comments as follows:

> NOISE: Alternate alignments might create severe noise impacts, and should be fully addressed if considered.
>
> You should work closely with John Hector of DEQ (229-5989) in the implementation of this project.
>
> A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

RECEIVED
STATE HWY ENGR
JUL 7 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Sincerely,

William H Young

William H. Young
Administrator

RECEIVED
JUL 14 1976
Office of
Assistant State Highway Engineer

July 6, 1976
S.E. 17th Ave.-S.E. 28th Ave. (FAU-0620)
S.E. Holgate Blvd. City of Portland
Multnomah County

WHY:sm

cc: John Hector, DEQ
. L. Green, FHWA
. S. Coulter
. E. Terpin
. B. Boyd
. E. Royer
. H. Versteeg
ary Potter
alt Hart
. N. Hopkins, Co-City
. L. Gifford
D. E. Swan
R. N. Bothman
W. W. Geibel
Aeronautics Division

BEN GIFFORD
7 22 76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

LOCAL GOVERNMENT RELATIONS DIV.
JUN 30 1976

STATE CLEARINGHOUSE

RECEIVED

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7604 2 1360 Due Date: MAY 21 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☒ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☐ Please coordinate the implementation of the proposal with us.
- ☒ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

NOISE
Alternate alignments might create severe noise impacts, and should be fully addressed if seriously considered.

Agency DEQ By John Hector

9210

L.

June 30, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0620(1)

We are submitting program data for one project, Item No. 84, Project No. M-0620(1), "S.E. 17th Ave.-S.E. 28th Ave. (Portland) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain an approved negative declaration at an estimated total cost of $100,000 with obligation of $78,190 in Federal funds.

Copies of State Clearinghouse and District 2 Clearinghouse A-95 review approval letters were previously submitted.

CL:jb

Enclosure

cc: E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

6-30-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 City Street, S.E. Holgate Blvd. (Portland)	**ADT**	PRESENT 22,900	FUTURE (66) (70) 41,000	YEAR (71) (72) 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 0620(1)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U — FEDERAL-AID 0620 — STATE (32) City St. (36) — U.S. (37) - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**			0.56	120,000	93,820	13,090	13,090 (City
5					**ROW**							
5					**CONST** (CODE)		S.E. 17th Avenue- S.E. 28th Avenue (Portland) Section					

ESTIMATED PROJECT COST BY PHASES

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL	PROJECT TOTALS	0.56	120,000	93,820	13,090	13,090 (City
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

6-30-76

CATION (45 typewriter spaces)

eet, S.E. Holgate Blvd. (Portland)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE
	22,900	41,000	96	10	Oregon	41	84

5 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	SEQ. NO.	Projects Only POST MI.	Projects Only DESIG.
								M-	0620(1)			

n System

COUNTY NAME: Multnomah
CODE: 051

ROUTE NO. U
FEDERAL-AID: 0620
STATE: City St.
U.S.: - -

PROGRAM STAGE ☐ 1 OR ☒ 2

land

ESTIMATED PROJECT COST BY PHASES

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.56	120,000	93,820	13,090	13,090 (City)	Preliminary engineering all phases incl. P.E. by Utility & RR forces.
								[Future const. of 4-lane RR O'xing structure (L 300') & approach roadways]
T		S.E. 17th Avenue- S.E. 28th Avenue (Portland) Section						ROW - 80' normal; Access Control - none; Parking Restrictions - complete.
CL		PROJECT TOTALS	0.56	120,000	93,820	13,090	13,090 (City)	

DATES

REMARKS

-over-

S.E. 17TH AVE.-S.E. 28TH AVE. (PORTLAND) SECTION

PROJECT NO. M-0620(1)

Existing Facility:

Roadway - 27- to 36-foot roadway with 4 travel lanes narrowing to 2 travel lanes at approaches to structure. Six- to 12-foot sidewalks each side. Existing traffic signals at intersections of S.E. Holgate with S.E. 17th Ave., S.E. 26th Ave. & S.E. 28th Ave.

Structure - 300-foot steel plate girder with 27-foot roadway and 6.5-foot wood sidewalk each side. Presently posted for 13-ton load limit.

Adjacent Sections:

West End - 40-foot curbed roadway with 4 travel lanes.
East End - 36-foot curbed roadway with 2 travel lanes.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility and railroad forces as required for the future construction necessary to replace the existing o'xing structure with a 4-lane reinforced concrete structure, widening of approach roadways, and revision of traffic signals and illumination.

Note: Preliminary engineering will be accomplished by the City of Portland forces with review by State forces.

Additional Right of Way: Required.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroads: Crossing No. C-767.40-A

Name of Railroad . . . . Southern Pacific Transp
No. of Tracks . . . . . 6 (1 mainline & 5 switc
No. of Trains . . . . . 54 (30 switch, 22 thru
No. of Hi-Speed Trains . None
Present Protection. . . O'xing structure
Proposed Protection . . O'xing structure
Railroad Benefits . . . Unknown

FHPM 7-7-2 Requirements: Major Action nonsigni
ing a negative declaration concurred in by FHWA

IM 50-1-70 Requirements: State Clearinghouse a
house A-95 review letters of approval dated May
1976 respectively.

FHPM 7-7-5 Requirements:

a) Public Hearings - Opportunity for a hearing
b) Location/Design - Approval will be requeste

Data for PR-37:

Preliminary Engineering - Field Work
PS & E Preparat
To

Note: 1) This project is in Congressional Dis
2) This project is number 36 in the rev

S.E. 17TH AVE.-S.E. 28TH AVE. (PORTLAND) SECTION

PROJECT NO. M-0620(1)

36-foot roadway with 4 travel lanes narrowing
avel lanes at approaches to structure. Six-
oot sidewalks each side. Existing traffic
at intersections of S.E. Holgate with S.E.
e., S.E. 26th Ave. & S.E. 28th Ave.

t steel plate girder with 27-foot roadway
-foot wood sidewalk each side. Presently
for 13-ton load limit.

curbed roadway with 4 travel lanes.
curbed roadway with 2 travel lanes.

r this project consists of preliminary engi-
ding preliminary engineering by utility and
red for the future construction necessary to
ing structure with a 4-lane reinforced con-
g of approach roadways, and revision of
mination.

eering will be accomplished by the City of
ith review by State forces.

Required.

Water Developments, Historical and Recrea-
ved.

Railroads: Crossing No. C-767.40-A

Name of Railroad	Southern Pacific Transportation Co.
No. of Tracks	6 (1 mainline & 5 switch)
No. of Trains	54 (30 switch, 22 thru freight & 2 passenger)
No. of Hi-Speed Trains .	None
Present Protection. . . .	O'xing structure
Proposed Protection . .	O'xing structure
Railroad Benefits . . .	Unknown

FHPM 7-7-2 Requirements: Major Action nonsignificant project requiring a negative declaration concurred in by FHWA on April 14, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval dated May 25, 1976 and June 2, 1976 respectively.

FHPM 7-7-5 Requirements:

a) Public Hearings - Opportunity for a hearing will be offered.
b) Location/Design - Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering	- Field Work	- $100,000
	PS & E Preparation	- 20,000
	Total	$120,000

Note: 1) This project is in Congressional District No. 3.
2) This project is number 36 in the revised TIP program.

9210

June 1, 1976

City of Portland
1220 S.W. Fifth Ave.
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5662

Gentlemen:

Attached for your files are two fully executed copies of an Urban System Project Agreement covering the improvement of the S.E. 17th Avenue-S.E. 28th Avenue (Portland) Section of S.E. Holgate Boulevard, FAU 0620.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sn
Att.

bc Don Harwell (agreement att.)

9210

4

June 4, 76
S.E. 17th Ave.-S.E. 28th Ave.
S.E. Holgate Blvd. City of Portland
Multnomah County

AN EQUAL OPPORTUNITY EMPLOYER

STATE OF OREGON 1859

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

May 27, 1976

NOTED
F. B. KLABOE

L. W. Rulien
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

S.E. Holgate, Portland

Re: S.E. 17th Avenue - S.E. 28th Avenue
PNRS #7604 2 1660

The State Clearinghouse has received additional comments on your project from the Department of Land Conservation and Development subsequent to issuance of the original sign-off letter of May 25, 1976. LCDC comments as follows:

> *EFFECTS, ALTHOUGH MEASURABLE, WOULD BE ACCEPTABLE: Area has no Plan, no Compliance Schedule. The project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for Salem and to reach compliance with the statewide land use goals #2,6,11 and 12 and the project should receive special attention. In addition, the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.*

?

A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

PROJECT MANAGEMENT
MAY 28 '76
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me

Sincerely,

William H. Young
Administrator

G. L. Green, FHWA
F. B. Klaboe
~~F. E. Terpin~~
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Walt Hart

G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
R. N. Bothman
W. W. Geibel
Aeronautics Division

WHY:llh

RECEIVED
JUN 3 1976
DOT Operations

BEN GIFFORD
7-22-76

1210

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Highway Division

PROJECT TITLE: S.E. 17th Avenue - S.E. 28th Avenue MULT. CO.

DATE: 5/25/76

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

5/26/76
cc: G. L. Green, FHWA
✓F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Walter Hart
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
R. H. Bothman
W. W. Geibel
Aeronautics Div.

RECEIVED
STATE HWY ENGR
MAY 26 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7604 2 1660

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
MARIE STEPHENS

BEN GIFFORD
4-22-76

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

PNRS STATE REVIEW

Project #: 7604 2 1660   Due Date: MAY 21 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Budget   By MR Sellert 5-5-76

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

~~PRO 6-2~~

April 22, 1976

TO
Executive Department
Federal Aid Coordination Unit

Columbia Regional Association
of Governments
527 S.W. Hall Street
University Center Building
Portland, Oregon 97201

D E Swan

FROM for George N. Hopkins
Asst. Project Management Engineer

SUBJECT
Notivce of Intent for Federal Aid Funds
State Administration District No. 2
S.E. 17th Avenue - S.E. 28th Avenue (FAU-0620)
S.E. Holgate Blvd. City of Portland
Multnomah County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be May 28, 1976.

Attachments

BLG:re

cc:
G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
R. N. Bothman
W. W. Geibel
Aeronautics Division

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
APR 28 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45: State Highway Division — 46] **DIVISION** [79: Department of Transportation

03 12] **APPLICANT ADDRESS** **STREET** [45: State Highway Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: L. W. Rulien — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: S.E. 17th Avenue - S.E. 28th Avenue (FAU-0620) District 2

11 12] **PROJECT LOCATION—CITY**: S.E. Holgate Blvd.
City of Portland — **PROJECT LOCATION—COUNTY**: Multnomah — **PROJECT LOCATION** [79: SEC: -- T: 1 S R: 1 E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project is proposed on the Urban System by the City of Portland. The [71

06 12] project involves preliminary engineering only for the determination of replacing [71

07 12] the S.E. Holgate Railroad Overpass which corrently is restricted to thirteen tons. [71

08 12] (see attachment for details) [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
93,600	--	13,200	13,200	--	120,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☑ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☑ 29 No ☐ 30 Date: April 22, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: May — 43] DAY [44: 28 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: April 22, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 3 project of major-nonsignificant environmental impact under Oregon's Action Plan.

The project is proposed for Portland's 1975-80 Capital Improvement Program.

(See attachments)

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 12, 1976

A. PROJECT IDENTIFICATION

Name of Project SE 17th Avenue to SE 28th Avenue (Section) M-0620 (-)

Location of Project SE Holgate Blvd. (Highway Name) FAU Route # 0620 (Highway No., US - ORE)

Portland (City) Multnomah (County) Metro (Region)

Program Federal Aid Urban (Funding) $2,933,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The SE Holgate Railroad overpass is a 2 lane bridge that has reached the end of its useful life. Loads are currently restricted to 13 tons with additional restrictions being considered. The bridge should be replaced and its approaches modified as necessary.

Origin and History: The existing bridge was constructed in 1916 and needs to be replaced to protect public safety. The project is proposed for Portland's 1975-80 capital improvement program.

C. DESCRIPTION OF PROJECT

Length 0.6 miles

Termini SE 17th Avenue and SE 28th Avenue

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT

major
(non-significant)

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Dependent upon final design selected, may need additional 5 to 15 ft. of R/W on south side of Holgate east of bridge. Would remove commercial buildings.

Typical Section 4 travel lanes, curb, sidewalks

Structures Holgate over Southern Pacific Railroad yards.

Characteristics (ADT) 22,916 ADT. A.M. peak hour 1,452; P.M. peak hour 1,354

Other General Information (or Supplemental information to items)

Combination sidewalk/bikeway

Access control - same as existing

Borrow and Waste Disposal - In Portland area

Special Construction Methods - None identified at this time

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

DESIGN

(1) 4-lane bridge and approaches

(2) No build

(3) 4-lane bridge, 2-lane approaches

(4) 2-lane bridge and 2-lane approaches

LOCATION

Alt #1 - SE Reedway - McLoughlin Blvd. to SE 26th

Alt #2 - SE Ellis - McLoughlin Blvd. to SE 26th

Alt #3 - SE Harold - McLoughlin Blvd. to SE 26th

Alt #4 - SE Insley - McLoughlin Blvd. to SE 26th

Alt. #5 - SE Center St - SE 17th Ave to SE 22nd

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Required ☐ Recommended

Type ________ Tentative Date(s) ________

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Holgate Blvd. rises in elevation from 17th Avenue to overpass the Southern Pacific RR yard; it then drops in elevation from the RR yard towards 28th Avenue. No flora are found within the present Holgate right-of-way. Little fauna exists since it is an urbanized area.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The property abutting Holgate is zoned for industrial usage. The Southern Pacific Railway yard is located west of the bridge, while to the east a gas station, meat company, heating oil company and a construction supply company are located. Three vacant lots abutt Holgate--one of these is a site for a printing company. Tri-Met is located at the western end of the project.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:** May require 5 to 15 ft. of additional right-of-way on the south side of Holgate from SE 18th Ave to SE 23rd Ave. and from SE 26th Ave to SE 28th Ave. RR separation structure of adequate width and with sidewalks both side would overhang a 60 ft. R/W. Additional 10/20 ft. required.

   Consequences: Adjustment and renewal of private property would be a neighborhood improvement.

2. **Estimated Changes in Traffic Patterns:** Present 2 lane bridge and narrow approaches will be replaced for reasons of public safety. Number of lanes and widths to adequately serve present and future traffic demands must be considered. Alternative bridge locations would modify existing traffic patterns to some degree.

   Consequences:

   Traffic flow will be smoother during rush hours and safety will be increased.

3. Estimated Changes in Land Use: None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

   Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

Right-of-way acquisition will be of critical concern to affected businesses.

7. **Potential for Controversial Issues:** Right-of-way acquisition, project street and bridge widths and locations may be controversial.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer		X	
Air Quality Engineer		X	
Cultural Geographer			
Urban Planner		X	
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☒ Major Action

☐ Significant ☒ Non-Significant

☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

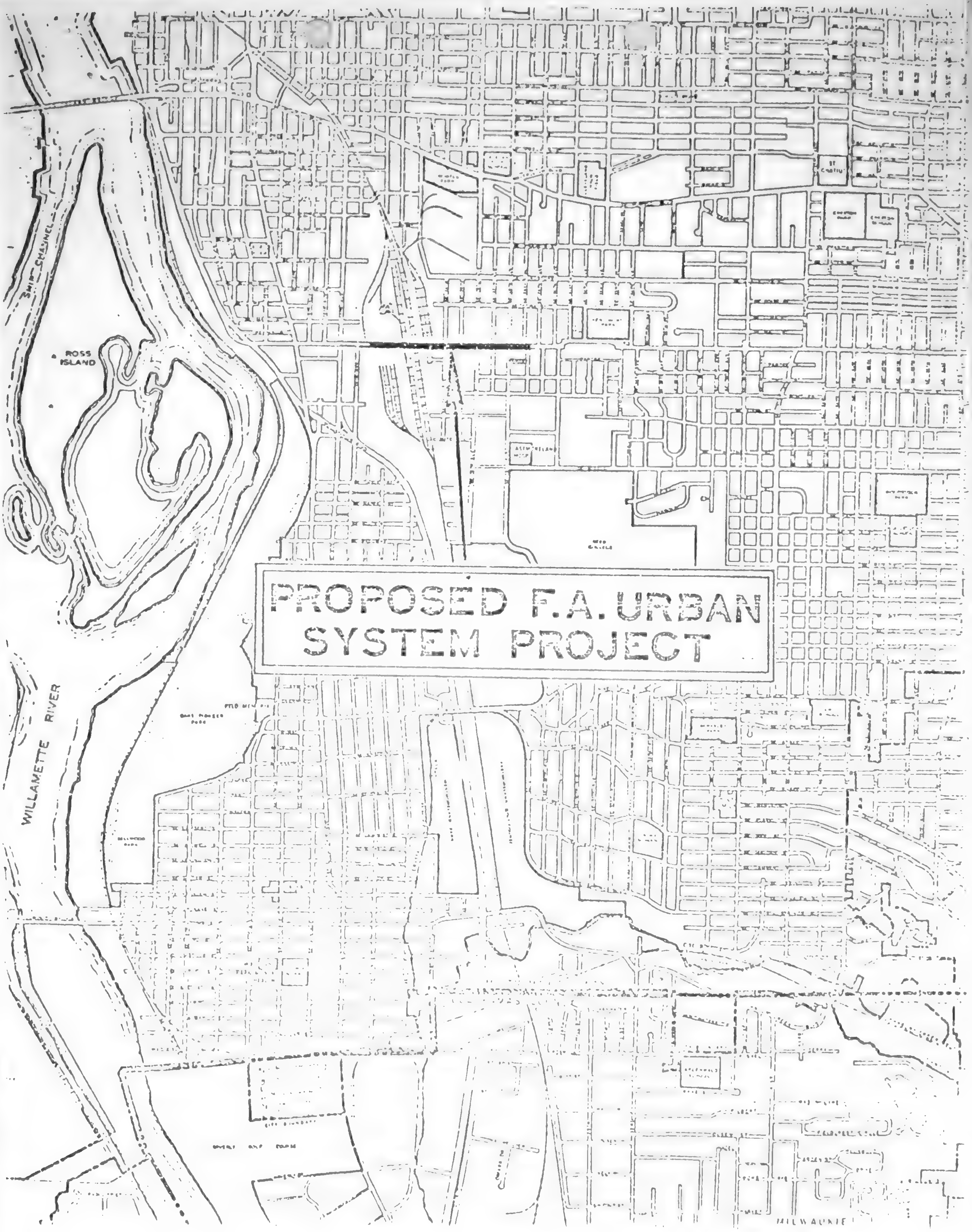
☐ Section 4(f)

☒ Negative Declaration

☐ State-Wide Negative Declaration

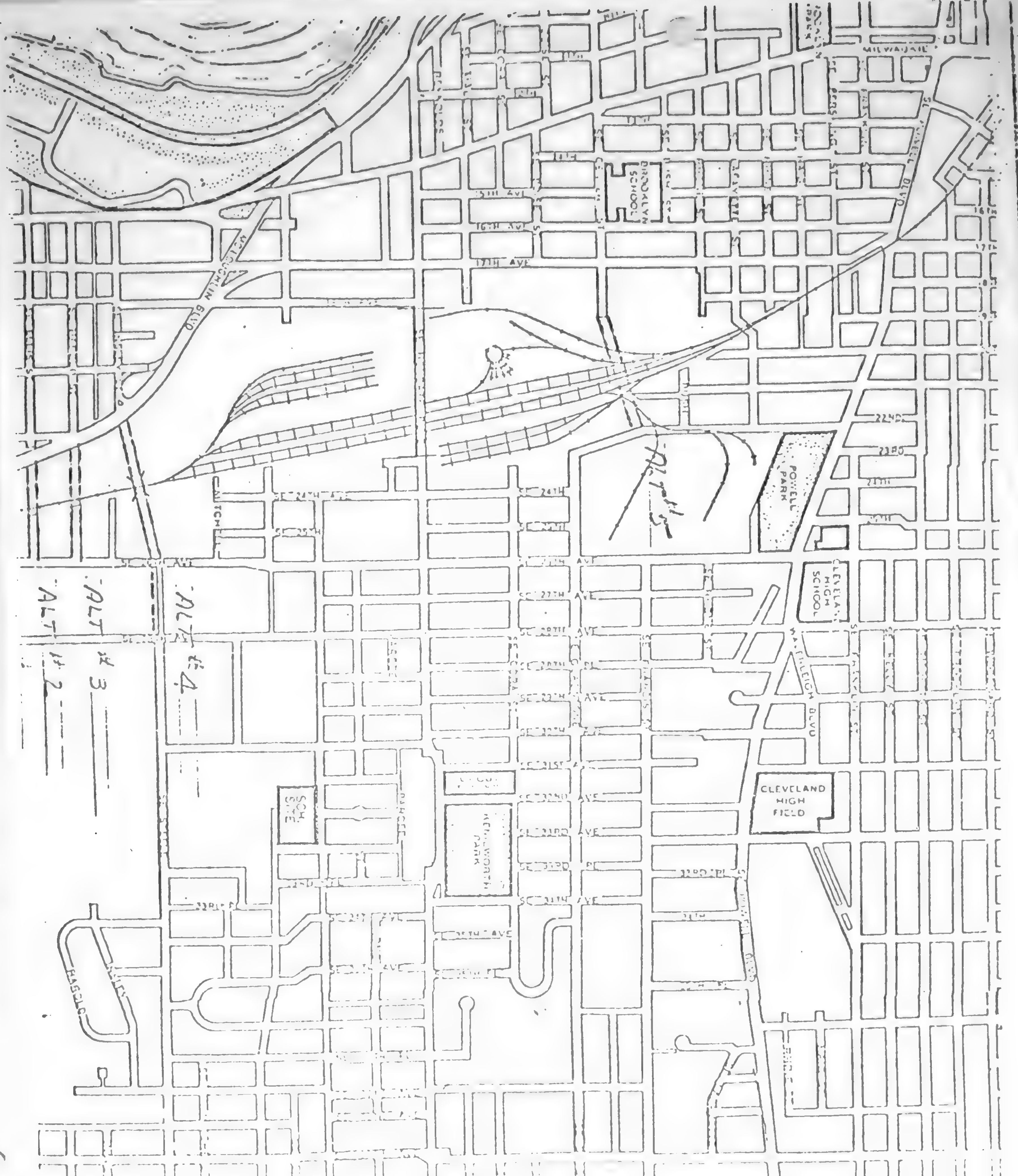
☐ Preliminary EIS

☐ Other____________________



PROPOSED F.A. URBAN SYSTEM PROJECT

SHIP CHANNEL
ROSS ISLAND
WILLAMETTE RIVER
MILWAUKIE


MILWAUKIE
BROOKLYN SCHOOL
15TH AVE
16TH AVE
17TH AVE
MCLOUGHLIN BLVD
POWELL BLVD
POWELL PARK
22ND
23RD
24TH
SE 24TH AVE
SE 26TH AVE
SE 27TH AVE
SE 28TH AVE
SE 29TH PL
SE 30TH AVE
SE 31ST AVE
SE 32ND AVE
SE 33RD AVE
SE 33RD PL
SE 34TH AVE
CLEVELAND HIGH SCHOOL
CLEVELAND HIGH FIELD
MCLOUGHLIN BLVD
KENILWORTH PARK
SCH SITE
ALT #2
ALT #3
ALT #4
ALT #5

92P

L

PRO 4-3

SALEM, OREGON
April 21, 1976

L.W. Rulien ljt
L. W. Rulien
Project Management Engineer

Mr. E. S. Hunter
Deputy State Highway Engineer

PROJECT ASSESSMENT
SE 17th Ave. to SE 28th Ave.
SE Holgate Blvd.
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of MAJOR action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2b : J. D. McClure
METRO: R. N. Bothman

9710

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 14, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon Project M-0620(-)
SE 17th Avenue-SE 28th Avenue Section
SE Holgate Blvd.
Multnomah County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The environmental assessment for this project as submitted with Mr. Rulien's April 6 memorandum has been reviewed. A field review was conducted on April 13 by Mr. Christianson, FHWA; Mr. Craft, Reg. 1, OSHD; Mr. Kaiser, OSHD Metro; Mr. Pierce, City of Portland; and Mr. Nordholm, City of Portland.

The location alternatives were reviewed and do not seem to be valid alternatives in serving the function of Holgate as it currently exists. From this standpoint they should be investigated only to the point of functional service probability with high emphasis on the effect of changing the intersection point with McLoughlin Blvd.

Two businesses are likely to be impacted to the point where plant modification may be required (bakery and bulk fuel plant). Both of these are distribution centers that deliver their products and do not depend upon customers coming to them. It was the consensus of the field review team that the impacts did not appear to warrant a full EIS process.

Based on this field review I concur in the "Major" classification but not in the "Significant" categorization. I believe the project fits more closely the Category 3 (Major - Nonsignificant) classification and calls for a Negative Declaration. If controversy should occur during project development a reclassification could be made if necessary.

William H. Kappus
for G. L. Green

RECEIVED
STATE HWY ENGR
APR 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 6, Kaiser)

RECEIVED
APR 20 1976
Office of
Assistant State Highway Engineer

9210

L

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1976

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
MAR 3 0 1976

SUBJECT Federal Aid Urban System Project Requests and Project Cancellation

Presented for your consideration at the March 30 meeting will be four requests for approval of Urban System projects and one request to cancel a previously approved Urban System project.

The City of Albany is requesting cancellation of the previously approved Queen Avenue improvement from Broadway Street to Pacific Boulevard.

A $127,000 project to improve pedestrian safety in the downtown shopping mall is the request from the City of Ontario.

Oregon City is requesting a $46,000 traffic signal project at the intersection of 10th Street and Main Street.

A $238,000 project to realign and improve S. W. Hailey Avenue is being requested by the City of Pendleton and Umatilla County.

The City of Portland is requesting a $120,000 preliminary engineering project to prepare final plans for construction of a four-lane structure and street widening on S. E. Holgate Boulevard.

Federal Urban System funds for these projects are estimated at $414,200 with the State providing approximately $58,400 in match funds and an equal amount being contributed by the involved local unit of government.

These projects have been investigated and are eligible for funding under the Federal-aid Urban System program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Attachment
bc: C. W. Head w/att.
G. M. Baldwin w/att.
E. S. Hunter w/att.
R. L. Schroeder w/att.
Coulter
E. L. Hardt w/att.
C. O. Fredrickson w/att.
W. E. Schwartz w/att.
L. W. Rulien
D. N. Harwell
George Bell w/att.

GEZ:sch dpy

CITY OF PORTLAND
Proposed Urban System Project

S. E. 17th Ave.-S. E. 28th Ave. Section
S. E. Holgate Blvd., FAU 0620
Preliminary Engineering Project
0.56 mile
$120,000

This preliminary engineering project entails all the work necessary to formulate final construction plans. The work will include field surveys, environmental statements, public hearings and final design elements.

The future construction project involves construction of a four-lane structure and street widening to match the structure.

Perform all necessary engineering.

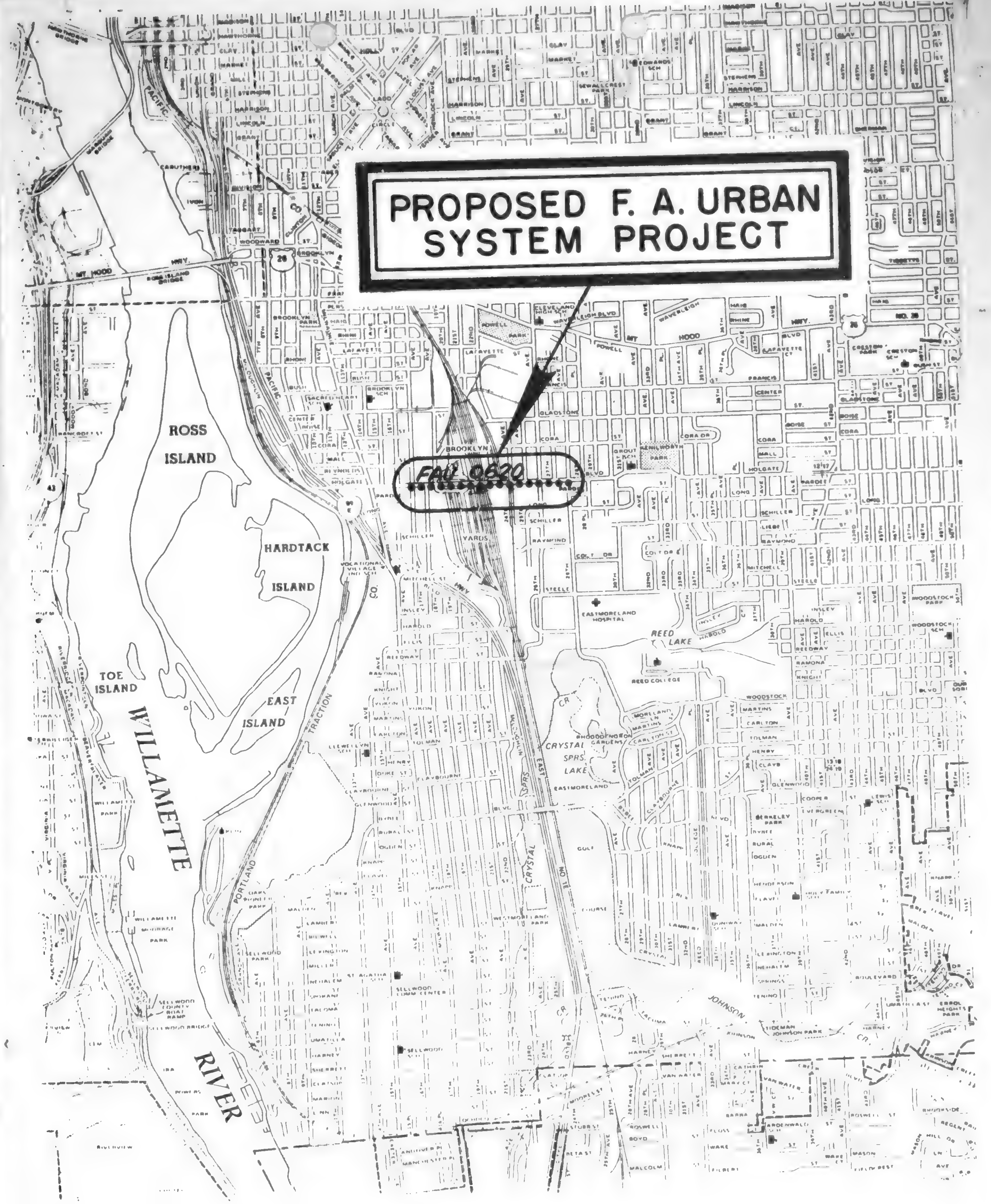
Acquire necessary right-of-way.

Provide necessary traffic signals.

Provide project illumination.

Provide signing and striping.

76-c
3/16/76



PROPOSED F. A. URBAN SYSTEM PROJECT

FAU 0620
ROSS ISLAND
HARDTACK ISLAND
EAST ISLAND
TOE ISLAND
WILLAMETTE RIVER
YARDS
BROOKLYN
POWELL PARK
CLEVELAND HIGH SCH
REED LAKE
REED COLLEGE
EASTMORELAND HOSPITAL
CRYSTAL SPRS. LAKE
GOLF COURSE
JOHNSON CR.
SELLWOOD PARK
SELLWOOD COMM. CENTER
WESTMORELAND PARK
KENILWORTH PARK
CRESTON PARK
WOODSTOCK
LADD CIRCLE
ROSS ISLAND BRIDGE
MT. HOOD HWY.
SOUTHERN PACIFIC
PORTLAND TRACTION CO.
EAST MOLALLA
MCLOUGHLIN

1980 Oregon Coast Hwy. @ 6th 9211
St. Sec. in Gold Beach.
(Traffic sig. install.)

C+A 7290 7/23/80

9211

DATE: June 3, 1982

CON 5
#9211

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Oregon Coast Highway @ Sixth Street (Gold Beach)
Contract No. 9211

This state financed traffic signal installation project has been completed and the final cost exceeds that authorized by $6,431.64 or 11.9 percent.

The state striping crew made several trips to the project to perform the temporary and permanent striping and to change the striping to make the project acceptable to the city of Gold Beach. State forces also performed some paving work at one approach to improve the grade line. This work by state forces increased the project cost by $5,070.

The other major increased cost was the project engineering which exceeded that anticipated by $3,490. This was due mainly to the distance from the project manager's office requiring over three hours driving for the round trip.

It is recommended that the authorization for this project be increased by $6,431.64 to a new total of $60,693.19. This matter will be on the consent calendar for the June 15 meeting.

OBJ:mk 1b

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

9211

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 2, 1982

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S.COULTER

SUBJECT: Request for Increase in Project Authorization
Oregon Coast Hwy. @ 6th St. (Gold Beach)
Contract No. 9211

This State financed traffic signal installation project has been completed and the final cost exceeds that authorized by $6,431.64 or 11.9 percent.

The State striping crew made several trips to the project to perform the temporary and permanent striping and to change the striping to make the project acceptable to the City of Gold Beach. State forces also performed some paving work at one approach to improve the grade line. This work by State forces increased the project cost by $5,070.

The other major increased cost was the project engineering which exceeded that anticipated by $3,490. This was due mainly to the distance from the Project Manager's office requiring over three hours driving for the round trip.

Attached is a rough draft letter to the Transportation Commission as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: Alfred Shirley, Jr.
Frank Morrison
Robert Church
D. E. Swan

81-125-1387

Contains Recycled Materials

9211

November 12, 1981

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9211

Gentlemen:

On November 2, 1981, we wrote to you concerning release of final payment on Contract No. 9211 awarded to Steeck Electric Co. for traffic signal installation on the Oregon Coast Highway at 6th Street in Gold Beach, Curry County.

Final payment on this contract is $1,000 and the total contract amount is $44,694.20. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Steeck Electric Co.
1046 Court Street
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9211

L

11-5-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats, Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: October 27, 1981

FROM: C. T. Keasey CT Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of October 27, 1981.

Contract 9211 On Site Work Substantially Completed July 15, 1981

All Work Completed September 14, 1981

Project Ore. Coast Hwy. @ 6th St. (Gold Beach)

Highway Oregon Coast

County Curry

Type of Work Traffic Signal Installation

Contractor Steeck Electric Co.

RDC:mk

cc: H. S. Coulter
R. D. Church

NOTED
R. W. GORMSEN

11-2-81
surety written

9211

L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Oregon Coast Highway @ 6th St. (Gold Beach)		WEEK ENDING July 18, 1981
		SECTION PREFIX 8-1116
	HIGHWAY Oregon Coast	COUNTY Curry
NAME OF JOB Oregon Coast Hwy. @ 6th St.(Gold Beach)	KIND OF WORK Traffic Signal Installation	
CONTRACTOR Steeck Electric Co.	CONTRACT NUMBER 9211	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT November 12, 1980	DATE WORK STARTED 3/16/81	ESTIMATED COMPLETION DATE July 15, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 221½
PROJECT AUTHORIZATION: $54,261.55	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 111%
EXCLUSIVE OF ENGINEERING: $52,129.00	ENGINEERING AUTHORIZATION $4,739.00 This Wk. 500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $52,129.00	ENGINEERING COST TO DATE $3,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 82 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Fair	0		
MONDAY 13	"	0		
TUESDAY 14	"	0		
WEDNESDAY 15	"	0		Project completed.
THURSDAY 16	"	0		
FRIDAY 17				
SATURDAY				

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RECEIVED
JUL 20 1981
CONSTRUCTION
BRANCH

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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No work.
MONDAY 13	No work.
14 TUESDAY	No work.
15 WEDNESDAY	Foreman on project a.m. State Crew installed controller parts, timed & turned on. State sign crew installed buttons & stop bar in parking lot - set out temp. signs.
16 THURSDAY	
17 FRIDAY	
SATURDAY 18	

REMARKS

Turn on - Streck Electric's foreman, Factory Rep., Kip Osborn & Gary, Two electricians from Salem, Electrician & helper from Coos Bay, Sign Foreman & his helper, & myself.

Semi-final should be submitted at the end of the month.

SIGNED Eugene H Clark LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9211

ROW 12

9

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: February 20, 1981

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: File 51210-Caughran
Oregon Coast Hwy. & 6th St. Sec.
Oregon Coast Hwy.
Curry County

In order to proceed with the installation of the traffic signal on this project, the owner gave the State a permit of entry. The project has been completed but the owner now refuses to sign a permanent easement.

The easement area was needed for the installation of loop detectors. No other part of the traffic signal installation was placed within the easement area.

The owner has stated that he did not care if we installed the loop detector in his parking lot but he is not interested in providing a permanent easement. The property is leased to United Grocers and they have already signed a subordination agreement authorizing the installation of the loop dectector. In order to clear the fee owners interest we would have to proceed with condemnation.

Since the owner initially agreed to the installation of the loop detector and he has subsequently given his verbal approval for the completed installation, I see no reason to proceed with condemnation. The loop detector easement has basically no economic impact on the remaining property and the condemnation would really achieve very little. I recommend that this file be canceled.

RH:jr

cc: Neil Flanagan

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
FEB 23 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

NOTED
ROBERT R. ROUNDS

9211

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/9/80

Donald L [illegible]

Nov ~~20~~ 6, ~~August 28~~, 1980 Bid Letting ____ All Clear Deadline

SECTION Oregon Coast Hwy. @ 6th St. (Gold Beach)
Highway Oregon Coast
County Curry Region 3
Type of Work 3 Ph Signal Funds State
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A No Fed Funds
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey	☒					
Cultural Salvage	☒					
NOISE:						
Noise Study	☒					

9211

July 23, 1980

City of Gold Beach
City Hall
Gold Beach, OR 97444

AGR 4

Attention: Ruby P. Bellack
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7290

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of a traffic signal on the Oregon Coast Highway at 6th Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (conf. agree. att.)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

Anne Brownell
Mayor
City of Gold Beach
Box 747
Gold Beach, OR 97444

June 30, 1980

In Reply Refer to
File No.: LOC 17

Dear Ms. Brownell:

This will acknowledge receipt of three signed copies of Construction - Finance Agreement No. 7290 for the proposed installation of traffic control equipment on the Oregon Coast Highway at 6th Street in Gold Beach. Also acknowledged is City Resolution No. 80-6 authorizing execution of this agreement.

By copy of this letter I am forwarding this agreement and city resolution to the Project Management Section in Salem for further processing.

A fully executed copy of this agreement will be returned to you for your files.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PHE ☐]
JUL 7 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

ja/cp

cc: D.H. Moehring
B.E. Brown
F. Morrison

Form 734-3122

#9211

October 1, 1979

The Honorable Edward Stevenson
State Representative
933 South 1st Avenue
Coquille, OR 97423

Dear Representative Stevenson:

A restudy was made in August to reflect the highest traffic volumes of the US101 at Moore Street and 6th Street intersections in Gold Beach to determine if they could be placed higher on the Statewide Traffic Signal Priority List.

The study indicates that with the statewide traffic decreases because of gasoline problems, the data didn't indicate any increased priority, and in fact, new counts indicated less traffic than earlier studies.

As you suggested, Chief Ragone was contacted for additional accident information that was not available in our records. This did indicate several additional accidents, but did not change the priority location of either intersection on the list. My suggestion is that we leave them in their present locations on the list. It is our plan to include some traffic signal work in the new Six-Year Plan to be accomplished over the next several bienniums.

This would result in the Moore Street intersection being contracted in the first two-year period and the 6th Street intersection in the second two-year period.

If you have any questions, please feel free to contact me.

Sincerely,

H. S. Coulter
State Highway Engineer

LEG:ds HSC:ia

bc F. B. Klaboe
Alfred Shirley, Jr.
E. S. Hunter
L. E. George
R. P. Hamilton

1980 M.P. 44.5 Sec. on N. Sant. 9212
Hwy. (Rock screen slope
project)

9512

162

ENVIRONMENTAL REVIEW CHECKLIST

Nov 6
~~Oct 23,~~
~~August 28~~, 1980 Bid Letting ____________ All Clear Deadline

ALL CLEAR 9/22/80
Donald L. Ward

~~9-15-80~~
~~waits to check on For Sor & EPA approvals~~

SECTION MP 44.5
Highway North Santiam Highway
County Marion Region 2
Type of Work ____________ Funds ______
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Disposal area – Coord/W USFS?~~
~~Sor~~
~~USFS~~

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒	☐	☐	☐	☐	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

9212

ROW 18-4

August 7, 1980

Ms. Margaret M. Kagler, Chief
Title and Land Management Branch
Bonneville Power Administration
Post Office Box 3621
Portland, OR 97208

Rock Slope Mat Installation
M.P. 44.45 - 44.55
North Santiam Highway
Marion County

ATTN: Ms. Dorothy L. Monroe

Here is a copy of a detail map showing the installation of a rock slope protection mat between M.P. 44.45 and 44.55 on the North Santiam Highway. The installation of the protective matting requires the installation of anchors above the rock slope. The proposed location for the installation of the anchors falls within a Bonneville Power Administration access road. The detail map shows the proposed method for installing the anchors in the access road.

Please have the anchor installation detail reviewed by appropriate BPA personnel add advise as to whether or not it is acceptable. Your earliest reply to this matter would be greatly appreciated as the State is anxious to proceed with the installation of the protective mat.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC:csr
Attch.
bc: Loren Weber
Don Bedford

NOTED
J. M. CARTWRIGHT

9212

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310, PHONE 378-2626

July 25, 1980

Ken Lindsey
Detroit Ranger Station
U.S. Forest Service
Star Route Box 320
Mill City, Oregon 97360

Re: Special Use Permit Application
Rock Slope Protection Mat Along Hwy 162
S.W. ¼ Section 17, Township 10S, Range 5 East

Dear Ken:

As per our phone conversation of July 24, 1980, I am enclosing the special use permit application and a sketch of our proposed construction. As I explained, the normal procedure is to wait and send the preliminary plans, but with the approximate 30-day lead time needed for this permit, it might delay anticipated construction this season. We will forward the contract plans as soon as they are ready. Thank you for your help. Your assistance is this matter is greatly appreciated.

Sincerely,

Pete Fidler

Pete Fidler

For Loren A. Weber
Region Location Engineer

Enc.

Form Approved
OMB No. 40-R3495

United States Department of Agriculture
Forest Service

SPECIAL USE APPLICATION AND REPORT
(Reference FSM 2712)

This report is authorized by the Organic Act of June 4, 1897 for the purpose of evaluating the proposed use and no permit may be issued unless this form is completed or the information it requires has been made a part of the record in some other manner.

FOREST SERVICE USE ONLY

a. Record no. (1-2) 7 0	b. Region (3-4) _ _	c. Forest (5-6) _ _
d. District (7-8) _ _	e. User number (9-12) _ _ _ _	f. Kind of use (13-15) _ _ _
g. State (16-17) _ _	h. County (18-20) _ _ _	k. Card No. (21) 1

PART I - APPLICATION *(To be completed by applicant)*

Application is hereby made for a permit to use National Forest land as indicated below:

1. Description of land: *(Attach MAP or PLAT)*

SW 1/4, SEC 17, T 10 S, R 5 E

2. Purpose of use.

Construct approximately 14 dead man type anchors along BPA access road to hold rock slope protection mats. We are making separate request for permission from BPA) Will need to run approximately 100' of cable from each buried anchor through forest to top of cut bank on State Hwy 162. Due to nature of topography, some parts of cable run may be above ground. Also need to use BPA access road for ingress and egress.

3. Land Area applied for *(For Rights-of-Way show length and width and convert to acres; for other uses show acres)*

Length in: (Miles) or 300 (Feet) x 100 Width 30000 (Feet) = 0.77 (Acres)

4. Improvements

a. Description

b. Plans attached ☒ Yes ☐ No. If "NO" show date plans will be furnished

c. Estimated cost $ 100,000	d. Construction will begin within 2 (Months)	e. Construction will be completed within 4 (Months)

Date of Application July 23, 1980	Applicants name and signature Oregon Highway Division	Applicant's address C. O. Fredrickson Region 2 2960 E. State St., Salem, OR 97310 97310 (ZIP Code)

SW. ¼ Sec. 17, T. 10S., R. 5E., W.M.

OREGON STATE HIGHWAY DIVISION

DETAIL MAP

[illegible] SLIDE

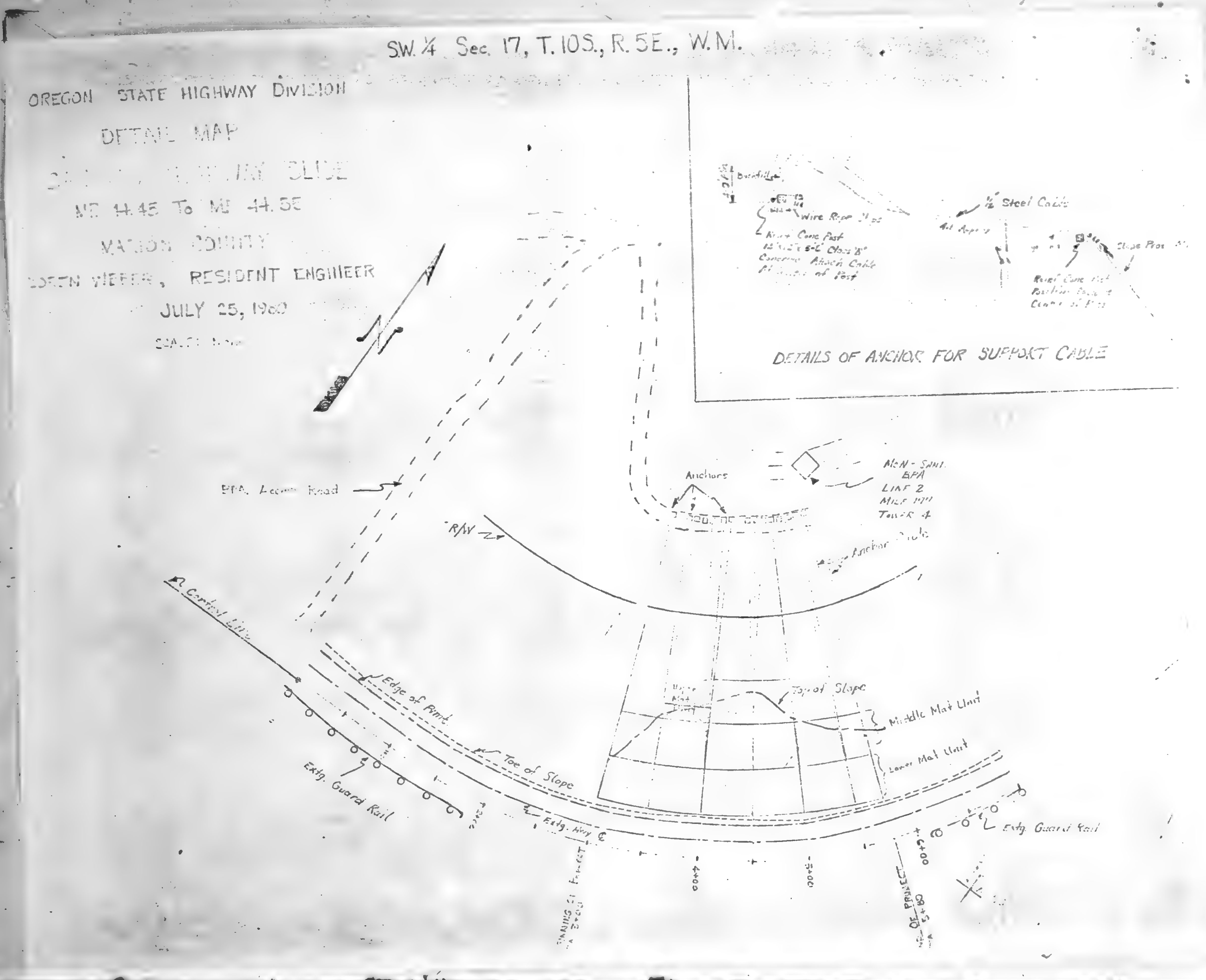
MP 44.45 To MP 44.55

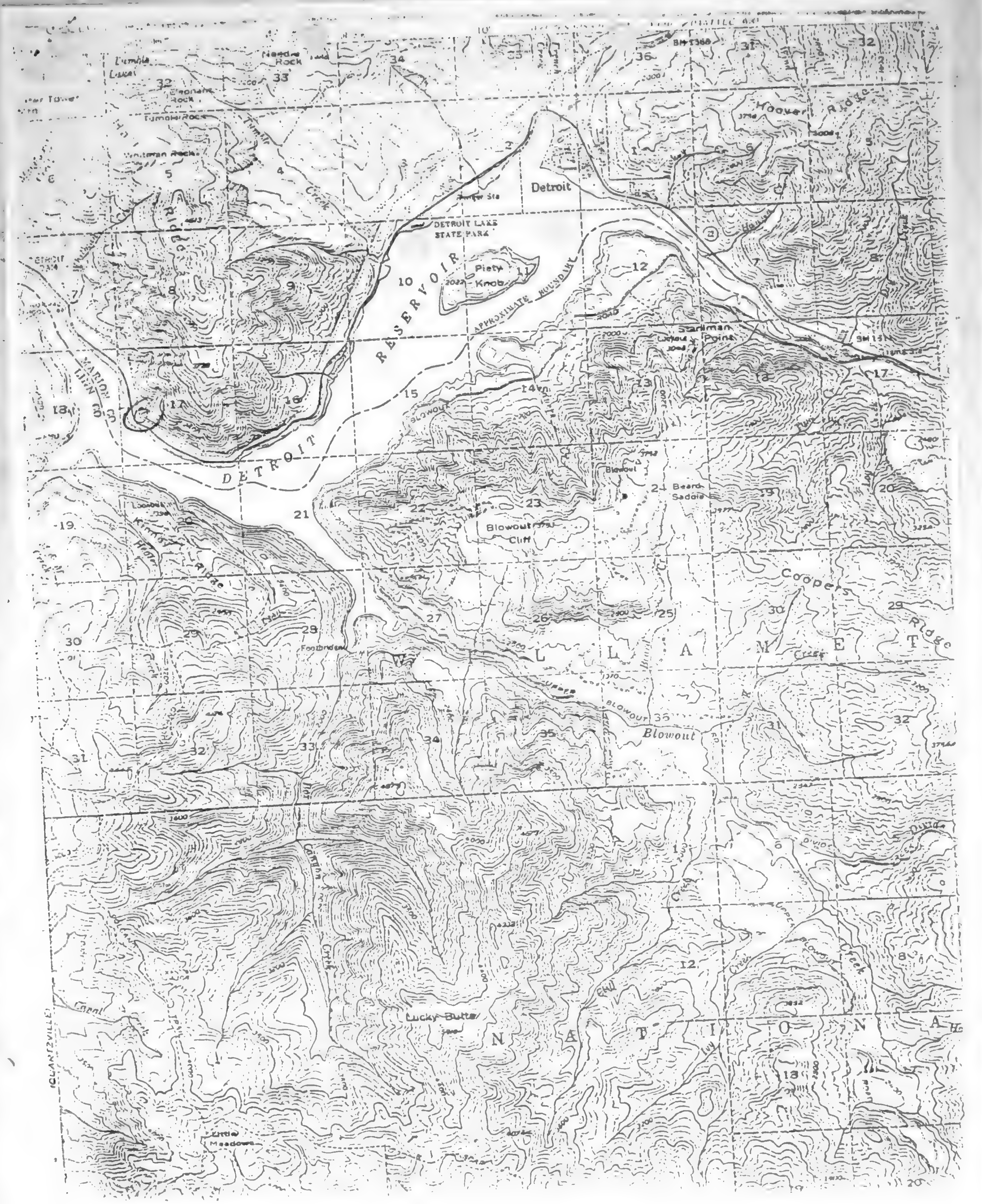
MARION COUNTY

[illegible], RESIDENT ENGINEER

JULY 25, 1960

SCALE: [illegible]


½" Steel Cable
Backfill
Wire Rope
Rivet Cone Post
12"x12"x 5-6" Class "B"
Concrete Attach Cable
At [illegible] of Post
Slope Prot.
Rivet Cone Post
Position [illegible]
Center of Post
DETAILS OF ANCHOR FOR SUPPORT CABLE
BPA Access Road
Anchors
McN - Sant.
BPA
LINE 2
Mile 17
Tower 4
R/W
Anchor Cable
Control Line
Edge of Pvmt.
Top of Slope
Middle Mat Unit
Lower Mat Unit
Toe of Slope
Extg. Guard Rail
Extg. Hwy ℄
BEGINNING OF PROJECT STA 3+00
4+00
5+00
6+00
END OF PROJECT STA 5+80
Extg. Guard Rail


Tumble Lake
Needle Rock
Elephant Rock
Tumble Rock
Whitman Rocks
Ridge
Creek
Detroit
DETROIT LAKE STATE PARK
Piety Knob
RESERVOIR
APPROXIMATE BOUNDARY
DETROIT
MARION
LINN
Hoover Ridge
Stahlman Point
Blowout
Beard Saddle
Blowout Cliff
Kinney Ridge
Footbridge
Coopers Ridge
W I L L A M E T T
Blowout
Lucky Butte
N A T I O N A L
Little Meadows

Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

In reply refer to: ELMC
Tract No. MD-153

AUG 2 7 1980

Your reference:
ROW 18-4

Mr. Jack M. Cartwright
State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Cartwright:

This is in reference to your letter of August 7, 1980, requesting permission to install a rock slope protection mat between M.P. 44.45 and 44.55 on the North Santiam Highway. The protective matting requires the installation of anchors which fall within the right-of-way for the Bonneville Power Administration's (BPA) Maupin-Detroit Nos. 1 and 2 (operated as McNary-Santiam Nos. 1 and 2) transmission line in the NW¼SW¼ of Section 17, Township 10 South, Range 5 East, Willamette Meridian, Marion County, Oregon.

We have no objection to your proceeding with the installation of the protective matting provided it is installed in accordance with the Oregon State Highway Division Detail Map dated July 1980, received with the above-mentioned letter, and on file in the Division of Land, BPA, Portland, Oregon. It will be necessary that access to the transmission line be available at all times, and that our access to structure 177/4 remain after this project is completed. The road should be left in the same condition, or better, than when installation of the protective matting commenced.

It is requested that no blasting be done in this area. However, if it is absolutely essential to blast, close coordination with our Transmission Maintenance personnel and our Geotechnical Staff will be mandatory prior to commencing work so that appropriate guidelines can be established. Suitable runoff and erosion protection should be provided upon completion of the job.

A 15-foot minimum clearance is required between conductor and construction equipment.

It is understood that the State will assume responsibility for any damage to BPA's transmission facilities that might occur.

RECEIVED
AUG 2 8 1980
RR & UTILITY UNIT

Verbal approval for this installation was given on August 25, 1980. A formal permit covering the installation of the protective matting within the right-of-way will be issued at a later date.

If you have any questions or we can be of further assistance, please call me at 503-234-3361, Extension 4695.

Sincerely,

Dorothy L. Monroe

Dorothy L. Monroe, Chief
Land Management Section
Division of Land

XC: Don Bedford 8-28-80 [illegible]

XC: Jack Sullivan 8-29-80

9212

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

7-14-80

162

DATE 4/22/80

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Mile Point 44.45 - 44.55

HIGHWAY NAME: North Santiam

HIGHWAY NUMBER: 162

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Marion	CITY
LENGTH 0.1	MILEPOST NUMBER 44.45 TO 44.55	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER slope scalin

PROJECT DESCRIPTION

The westerly end of the project is approximately 1.75 miles easterly from Detroit Dam. The length is 0.1 miles. The work is scaling the rock slope along the northerly side of the highway.

This proposes the overlay of the existing roadway where the falling rock may damage the pavement. Grading and paving for the shoulder widening where the installation of barrier will shove the roadway over through the cut section.

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer
Mann
Watson ✓ π
Leu
Dorn
Due
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

1
2
3
4 [illegible] Round

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 — 3,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 7/14/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 (12)	2 - (12)
SHOULDERS	2 (4)	2 - (4)
MEDIANS		— —
PARKING LANES		— — —
SIDEWALKS		— — —
BIKEWAYS		Shldr. Bikeway
INTERCHANGES		— — —
OTHER:		— — —

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A ✓
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	Nov. 1980 (Region)	20 NOV. '80 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C paving - mail roadway	14	2"

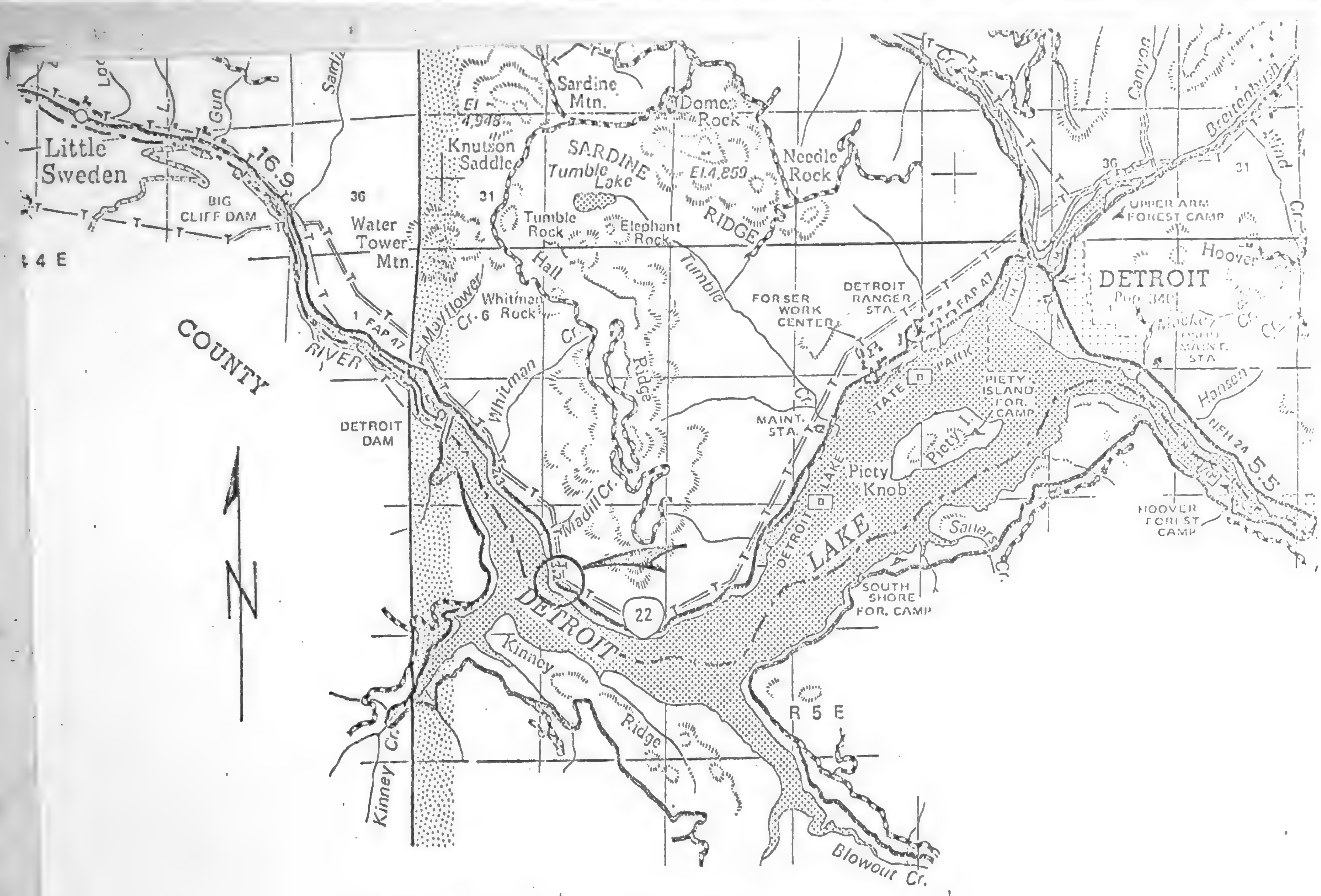
7 - TYPICAL SECTION AND LOCATION

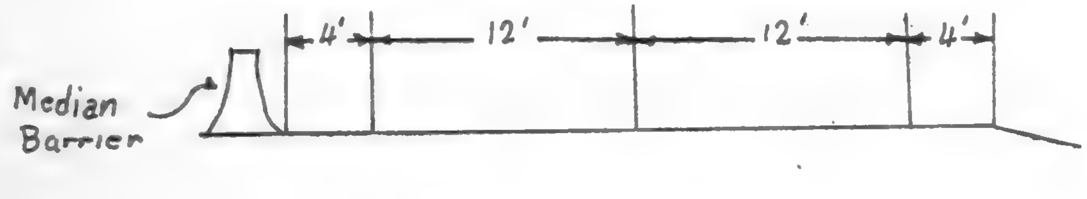
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,500	5.000
RIGHT OF WAY		
TRAFFIC CONTROL		8,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Scale slopes	53,500	53,500
ENGINEERING & CONTINGENCIES	6,500	6,500
PROJECT TOTAL	62,500	73,000

SUBMITTED BY Loren [illegible]


Little Sweden
Lo
L.
Gun
Sardi
16.9
BIG CLIFF DAM
4 E
36
31
Water Tower Mtn.
COUNTY
RIVER
1 FAP 47
DETROIT DAM
El 4,948
Knutson Saddle
Sardine Mtn.
SARDINE
Tumble Lake
Dome Rock
El.4,859
RIDGE
Needle Rock
Tumble Rock
Elephant Rock
Mayflower Cr.
Whitman Cr.
6
Whitman Rock
Hall
Tumble
Ridge
Madill Cr.
22
FORSER WORK CENTER
DETROIT RANGER STA.
MAINT. STA.
FAP 47
DETROIT LAKE STATE PARK
PIETY ISLAND FOR. CAMP
Piety I.
Piety Knob
DETROIT
LAKE
Kinney Ridge
Kinney Cr.
R 5 E
Blowout Cr.
Sauers Cr.
SOUTH SHORE FOR. CAMP
HOOVER FOREST CAMP
Hansen
NFH 24
5.5
DETROIT
Pop. 340
Mackey Cr.
MAINT. STA.
Hoover
UPPER ARM FOREST CAMP
Canyon
Breitenbush
Cr.


Median Barrier
4'
12'
12'
4'

TYPICAL SECTION

M.P. 44.45-M.P. 44.55 Section
North Santiam Highway
Marion County Oregon

9212

2

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-47(-)
M.P. 44.45 - M.P. 44.55
North Santiam Highway
Marion County

Date: June 13, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your June 11, 1980, letter has been reviewed.

NOTED
E. S. HUNTER

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
VERNON V. CUSACK
Program Operation
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg II)

RECEIVED
TECHNICAL SERVICES
JUN 16 '80
REFER TO
FOR
Info Inves R/D S/R Sign Act File

STATE COPY

9212

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 4-23-82	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-47(10)
COMPLETION DATE 5-12-81	ACCEPTANCE DATE BY CONTRACT AGENCY 9-4-81	TIME ELAPSED 79 %	CONTRACT TIME 100 CWD
APPROVED EXTENSIONS --	LOCATION M.P. 44.5 North Santiam Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

M.P. 44.5
NORTH SANTIAM HIGHWAY
Rock Screen Slope Protection

This project provided for scaling of cut slopes to remove hazardous loose rock and boulders, placing a chain link mat over the slope and overlaying the roadway with asphalt concrete.

The total project cost overran the original estimate by approximately 19%. Six additional rock anchors were required to remove several large sags that developed in the horizontal cables after the chain link mat was hung.

A final inspection of the completed project was made May 21, 1981.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 4 '82
REFER TO
5/4/82 Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 5-3-82	TITLE Field Operations Engineer — DATE 5-3-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9212

October 1, 1981

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
#9212

Gentlemen:

On September 10, 1981, we wrote to you concerning release of final payment on Contract No. 9212 awarded to Don Haisch Construction, Inc. for rock screen slope protection at M.P. 44.5 on the North Santiam Highway in Marion County.

Final payment on this contract is $2,241.67 and the total contract amount is $111,573.87 including $10,403.10 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Don Haisch Construction, Inc.
2119 S.E. 186th
Portland, OR 97233

Fred S. James & Co.
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

92.12

L.

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981 Keasey

C. T. Keasey
Asst. State Highway Engineer

9212

STATE COPY 2

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	7-48
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6.30.81

te Oregon
County Marion
Project Number F-47 (10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 1, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 103,400.00	$ 127,437.00
Federal funds	$ 91,147.00	$ 112,335.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of June, 1981.

Oregon State Highway Division
(Official name of Highway Agency)

By

Ass't. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 26, 1981

Federal Aid Project
F-47 (10)

Mile Point 44.5
North Santiam Highway
Marion County

Revised Project Agreement Estimate

Type Code SFTY
Rock Slope Safety (M.P. 44.45 to M.P. 44.55)

Subtotal of previous estimate of November 20, 1980 $ 90,265.00

Previous Estimate

Flagman	280 Hour	21.00	$ 5,880.00
Scalers	40 Hour	25.00	1,000.00
Chain Link Mesh Mat	36,800 Sq. Ft.	1.10	38,256.00
			$ 45,136.00

Revised Estimate

Flagman	613 Hour	21.00	$ 12,873.00
Scalers	209 Hour	25.00	5,225.00
Chain Link Mesh Mat	38,250 Sq. Ft.	1.10	42,075.00
Install Rock Anchors (EWO #1)		All Required	9,000.00
			$ 69,173.00
		Increase	$ 24,037.00
		Subtotal	114,302.00
		Engineering	13,135.00
		Total	$ 127,437.00

Length of project - - - - - - - - - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - -	$ 112,335.00
State Funds - - - - - - - - - - - - -	15,102.00
Total	$ 127,437.00

Group 1 - 100%
Contract No. 9212
Prefix 124-1481
Prefix 124-1047

7212

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-47	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/1/80	State OREGON County Marion Project No. F-47(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mile Point 44.5

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-15-80	0.00

OTHER *(Specify)*

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 103,400.00	$ 91,147.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator DEC 1 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, November 20, 1980

Federal-Aid Project
No. F-47(10)

MILE POINT 44.5
NORTH SANTIAM HIGHWAY
MARION COUNTY

Project Agreement Estimate.

Type Code SFTY
Rock Slope Safety (M.P. 44.45 to M.P. 44.55)

Mobilization	All	Required		$ 8,000.00
Temporary Protection and Direction of Traffic	All	Required		2,000.00
Temporary Signs	138	sq.ft.	10.00	1,380.00
Temporary Barricades	2	each	100.00	200.00
Flagmen	280	hour	21.00	5,880.00
Front End Loader, 4-Wheel Drive	40	hour	75.00	3,000.00
Dump Truck	40	hour	37.00	1,480.00
Scalers	40	hour	25.00	1,000.00
Scalers Helpers	80	hour	23.00	1,840.00
Cable Anchors	16	each	800.00	12,800.00
1/2-inch Steel Cable	5,550	lin.ft.	1.10	6,105.00
Chain Link Mesh Mat	36,800	sq.ft.	1.10	40,480.00
Class "C" Asphalt Concrete	70	ton	40.00	2,800.00
Guard Rail, Type 2A	25	lin.ft.	42.00	1,050.00
Guard Rail Anchors, Type 1	1	each	550.00	550.00
Roadside Seeding and Mulching	1	acre	1,000.00	1,000.00
				$ 89,565.00
Anticipated Items				
Permanent Pavement Striping	All	Required		700.00
	Subtotal			$ 90,265.00
	Engineering			13,135.00
	Total			$103,400.00

Length of Project - - - - - 0.00 Mile

Federal Funds (88.15%)- - -	$ 91,147
State Funds - - - - - - - - -	12,253
Total	$103,400

Group 1 - 100%
Contract No. 9212
Prefix 124-1481
Prefix 124-1047

9212 L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MP 44.5	WEEK ENDING: 6/13/81	
	SECTION PREFIX: 124-1047	
HIGHWAY: North Santiam	COUNTY: Marion	
NAME OF JOB: MP 44.5	KIND OF WORK: Rock Screen Slope Protection	
CONTRACTOR: Don Haisch Construction, Inc.	CONTRACT NUMBER: 9212	FEDERAL AID PROJECT NUMBER: F-47(10)
DATE OF CONTRACT: 11/12/80	DATE WORK STARTED: 2/17/81	ESTIMATED COMPLETION DATE: 6/2/81
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN / SUPERVISION	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 79
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 79
PROJECT AUTHORIZATION: $ 103,353.43		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 94,326.93	ENGINEERING AUTHORIZATION: $ 9,026.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 112,042.50	ENGINEERING COST TO DATE: $ 10,860.34	DATE PROJECT WAS COMPLETED: 5/12/81
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: . 19 %	PERCENT OF AUTHORIZATION: 120 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.						
PERCENT						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Cldy Rain			
MONDAY	8	Cldy Showers			
TUESDAY	9	Cldy Showers			
WEDNESDAY	10	Cldy Showers			
THURSDAY	11	Cldy Warm			
FRIDAY	12	Ptly Cldy Warm			
SATURDAY	13				

RECEIVED
JUN 15 1981
CONSTRUCTION
BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No Activity.
8 MONDAY	No Activity.
9 TUESDAY	No Activity.
10 WEDNESDAY	No Activity.
11 THURSDAY	No Activity.
12 FRIDAY	No Activity.
SATURDAY 13	No Activity.

REMARKS

Project Complete. Need payroll from Coral Construction Co. before thire notification can be submitted.

SIGNED Art Gottfried LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#9212 L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9212

TO: H. S. Coulter
State Highway Engineer

DATE: May 7, 1981

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Mile Point 44.5
North Santiam Highway
Contract No. 9212

The need for an increased project authorization for this federal-aid rock screen project is now apparent. The cost of the project is expected to exceed that authorized by $19,834, or 19.2 percent. The work is presently 90 percent complete with a June 1981 completion date anticipated.

The major contributors to the increased project cost were overruns in the bid items for flagging ($7,255) and scalers ($4,238) as well as the unanticipated need for rock anchors at approximately $9,000. These items of work are very difficult to estimate and anticipate due to the type of work involved.

The increased project cost is eligible for federal participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: C. O. Fredrickson
Art Gottfried
Robert Church

ok/R

9212

L.

DATE: May 7, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Mile Point 44.5
North Santiam Highway
Contract No. 9212

The need for an increased project authorization for this federal-aid rock screen project is now apparent. The cost of the project is expected to exceed that authorized by $19,834 or 19.2 percent. The work is presently 90 percent complete with a June 1981 completion date anticipated.

The major contributors to the increased project cost were overruns in the bid items for flagging ($7,255) and scalers ($4,238) as well as the unanticipated need for rock anchors at approximately $9,000.

The increased project cost is eligible for federal participation.

It is recommended that authorization for this project be increased by $19,834 to a new total of $123,187.43. This matter will be on the consent calendar for the May 19 meeting.

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

9212

10-15-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 47 (10)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 10001

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division - Salem, OR

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maehring
FILE

10-24
orig

DATE PS&E APPROVED 10-15-80

DATE AUTHORIZATION EFFECTIVE 10-15-80

FEDERAL ROUTE NUMBER Primary 47

STATE ROUTE NUMBER Secondary 162

GENERAL LOCATION:

Mile Post 44.5 - Santiam Highway

GENERAL DESCRIPTION OF WORK:

Scale Rock Slopes and Pavement overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Permanent pavemnt striping S. F. $700.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's October 10, 1980 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $109,024. Federal funds $96,104.

A signed copy of the Title Sheet is returned herewith.

DATE 10-15-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCK OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-865

1980 Cannon Beach Jct.-Necanicum Jct. Sec. on the Sunset Hwy. (Grad. & pav.) 9213

-cc: OSHD (Coulter)

STATE COPY

U.S. DE[illegible]TMENT OF TRANSPORTATION
FEDE[illegible]L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 1/18/83	REPORT MADE BY William Kappus, Area Engineer		PROJECT NO. FR-27-1(5)
COMPLETION DATE 9/30/81	ACCEPTANCE DATE BY CONTRACT AGENCY 2/19/82	TIME ELAPSED 100 %	CONTRACT TIME 310 CD
APPROVED EXTENSIONS NONE	LOCATION On US Highway 26 between Cannon Beach Junction and Necanicum Junction		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CANNON BEACH JCT. - NECANICUM JCT.
SUNSET HWY. (US 26)
Grading, Paving, and Safety

This project provided for shoulder widening and an AC overlay with channelization work at the Necanicum Junction replacing a "Y" connection with a "T" connection.

The final project cost underran the original authorization by approximately 9 percent. This was due mainly to an underrun in the asphalt cement in mix quantity. The final mix design utilized a 5.7 percent asphalt content rather than the anticipated 6.5 percent.

A final inspection of the completed project was made October 8, 1981.

RECEIVED
STATE HWY ENGR
JAN 26 '83
REFER TO
[illegible]
FOR
Info | [illegible] | R/D | [illegible] | [illegible] | [illegible] | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner	
TITLE Area Engineer	DATE 1-21-83	TITLE Field Operations Engineer	DATE 1-25-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

9213

L.

3-12

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp, No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982 O. B. Jackmond

For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9213

February 25, 1982

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9213

Gentlemen or Ladies:

On February 23, 1982, we wrote to you concerning release of final payment on Contract No. 9213 awarded to J. C. Compton Co. for work on the Cannon Beach Junction-Necanicum Junction Section of the Sunset Highway in Clatsop County.

The total contract amount is $1,826,385.65 including $30,274.25 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: J. C. Compton Co.
P. O. Box 768
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9213

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIC

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CANNON BEACH JUNCTION-NECANICUM JUNCTION

WEEK ENDING: January 2, 1982

SECTION PREFIX: 004-1035

HIGHWAY: SUNSET

COUNTY: CLATSOP

NAME OF JOB: CANNON BEACH JCT-NECANICUM JCT

KIND OF WORK: GRADING AND PAVING

CONTRACTOR: J C COMPTON COMPANY

CONTRACT NUMBER: 9213

FEDERAL AID PROJECT NUMBER: FR-27-1(5)

DATE OF CONTRACT: NOVEMBER 12, 1980

DATE WORK STARTED: MAY 11, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 310

CALENDAR DAYS USED 310

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100%

PROJECT AUTHORIZATION $2,268,438.35

EXCLUSIVE OF ENGINEERING $2,107,127.18

ENGINEERING AUTHORIZATION $161,311.17

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,900,000.00

ENGINEERING COST TO DATE $179,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90%

ESTIMATED PERCENT UNDERRUN 10 %

PERCENT OF AUTHORIZATION 111%

DATE PROJECT WAS COMPLETED: SEPTEMBER 30, 1981

Semi-final submitted: November 30, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.25	9.25			9.25
MILES PARTIALLY COMPLETED					
MILES COMPLETED	9.25	9.25			9.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3362 CY	15200 TON			61300 TON
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3000 CY	14400 TON			61320 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	27	Rain	310		
MONDAY	28	Showers	"		
TUESDAY	29	Cloudy	"		
WEDNESDAY	30	Showers	"		
THURSDAY	31	Rain	"		
FRIDAY	1		"		
SATURDAY	2		"		

K

RECEIVED
JAN 4 1982
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity.
MONDAY 28	"
TUESDAY 29	"
WEDNESDAY 30	"
THURSDAY 31	"
FRIDAY 1	"
SATURDAY 2	"

REMARKS

All contract work complete.
Semi-final submitted November 30, 1981.
Third notification issued 12-30-81 effective 11-26-81.

This is the last weekly report for this project.

SIGNED C Anderson LOCATION Astoria
Chet Anderson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

ROAD DESIGN SECTION DES 16

Chet Anderson
Project Supervisor

December 22, 1981

W. E. Cole
Design Supervisor

Cannon Beach Jct.-Necanicum Jct.
Sunset Highway
Clatsop County
Contract No. 9213

1 Versteeg ✓
Anderson
Adams
Olson
2 Sullivan
Turpin
Trout
Wakerlig

RECEIVED
DEC 23 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

This letter acknowledges receipt of your narrative report on the subject project.

REMARKS:

Mailbox Turnouts

See Construction Note, Sheet 2A. This note refers to Drawing No. 2051, which is the typical section for mailbox turnouts. Price Agreement was unnecessary.

Temporary Pavement Slope

The 50:1 slope is per standard specs, page 207 (401.45). Should be 100:1 as you recommended.

Excavation and Embankment

You are correct. Very skimpy location data; not enough cross-sections.

Drain Rock

Hydraulics should review the use of crushed rock.

We appreciate receiving your report. It will be helpful to us in future design work.

WEC:ja

9213

11-24-81

L.

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-27-1(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80371

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/12/81

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Cannon Beach Junction - Necanicum Junction Section

11. GENERAL DESCRIPTION OF WORK
Remove wood guardrail and fill holes in wood stringers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10/12/81 as requested in Mr. Keasey's letter of 11/10/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No.4 is approved for a TEC of $271 Federal Funds $239.

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

cj
11/27

14. DATE 11/24/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9213

bcc: H. S. Coulter w/ attach.
C. T. Keasey w/ attach.
Eldon Everton w/ attach.
Chet Anderson w/ attach.

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

NOTED
H.S.COULTER

September 2, 1981

RECEIVED
STATE HWY ENGR
SEP 3'81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. Russell M. Lende, O.D.
712 1st Avenue
Seaside, Oregon 97138

Dear Mr. Lende:

RE: Cannon Beach Jct.-Necanicum Jct. Section
Sunset Highway
Contract 9213

Your August 26 letter about the suject project makes those of us involved in the Highway Division feel good about the work we do but not so good that we won't try to do better in the future.

The people truly responsible for this project are the motorists of our State who contribute through their motor-user fees. These motorists and others participating periodically in our Six-Year Program review helped identify the need for surface improvement on this particular section. The surface should last relatively maintenance free for a good many years.

I am sharing a copy of your letter with those in our division who helped on this project so they will be aware of your thanks and appreciation. We thank you for taking the time to extend it to us.

Sincerely,

Gerald Wimer
Region Construction Engineer

GW/dm

Russell M. Lende, O.D.
Optometrist
712 1st Avenue
Seaside, Oregon 97138
— — —
Telephone (503) 738-5361

August 26, 1981

Oregon State of Highway Dept.
Maintenance
885 Airport Rd S.E.
Salem, Oregon 97310

Dear Secretary:

Please pass along a Super Thanks to all the people involved in the decision to rebuild ten miles of highway 26 east of Seaside.

We live eleven miles east of Seaside, and have travelled highway 26 thousands of times. We truly appreciate the smooth, wider, and quieter new surface. It is exciting.

We have no complaints paying our gas tax.

Sincerely yours,

Russ Lende

RML/ch

REGION 2 ENGINEER
RECEIVED
SEP 1 1981

☐ TE				☐ RBE
[✓ ☐ RE]	[✓ ☐ RCE]	[✓ ☐ RME]	☐ RTE	dm ROE
☐ ULE	☐ GEO	☐ RSO	☐ ENV	☐ RFE

Member
American Optometric Association

#9213

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: March 30, 1981

FROM: Jack Sullivan
Specifications Engineer

SUBJECT: Cannon Beach Jct.-Necanicum Jct.
Contract No. 9213

RECEIVED
TECHNICAL SERVICES
APR 8 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

This memo is in regards to the March 24, 1981, letter from C. T. Keasey to G. W. Wimer concerning mailbox turnouts on the subject project.

A note on Sheet 2A of the plans for the project stated that 58 mailbox service turnouts were to be constructed and referred to standard drawing 2051. No other reference was made to them in the special provisions or plans. At the time, it seemed to be ample information. However, this information did not directly indicate that the turnouts were to be paved. This standard drawing has been since revised to show the extent of paving.

During the preparation of the special provisions it was discussed whether or not to have a bid item for the turnouts. It was decided that the turnouts should be treated the same as guardrail flares, tapers for ramps and tapers in roadways. Normally turnouts are considered part of the roadway construction. Thus, payment would be included in the items "General Excavation", "Aggregate Shoulders", "Cement Treated Base", Class "B" Asphalt Concrete Mixture, and the other items involved in the construction of the roadway. The quantities for these turnouts were included in the appropriate items.

About six projects in the past four years included the bid item "Extra for Asphalt Paved Mailbox Turnouts". In all cases there was a note on the plans to construct these. Plans for several of these projects showed details for construction of paved turnouts with different dimensions than the standards.

Other projects have been let with turnouts noted on the plans and no "extra" bid item. Field personnel have told us that paved turnouts have been constructed on projects even when not noted on the plans with payment included in the component bid items. Possibly some have been paid for as Extra Work.

Contains
Recycled
Materials

The policy was informally established by the Road Design Engineer about six years ago not to pay "Extra for ________" on items such as guardrail flares, tapers, etc. In 1975 a request had been made by AGC to pay extra for all miscellaneous paving, including flares and other odd areas. The Highway Division at that time was not sympathetic to this request.

The revised standard drawing should now clarify the extent of paving on turnouts. It would be desirable to continue to pay for construction of the standard turnouts, flares, etc., through payment of the component parts: Earthwork, Basing, and Paving. Otherwise, we could end up with bid items for:

1. Extra for Mailbox Turnouts; and,

2. Extra for Guardrail Flares; and,

3. Extra for Tapers, etc., in conflict with Section 610.

Subsection 610.02 of the Standard Specifications states that the "Extra for ________" specification will not apply to shoulders, ..., tapers, widenings, of existing pavements,... . This would seem to eliminate the standard mailbox turnout for extra payment. Paving of non-standard turnouts could, however, be considered on a project-by-project basis for "Extra for Asphalt Paved Mailbox Turnouts".

Any comments would be appreciated from those receiving copies of this memo.

JS:ab
cc: E. S. Hunter
J. H. Versteeg
C. T. Keasey
Region Engineers

9213 1-27-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FR-27-1(5)

STATE PROJECT NO.: See below

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80371

COUNTY NAME: Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5 '81
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
10/15/80	12/31/80	Primary 27	Primary 47

GENERAL LOCATION:

Cannon Beach Junction - Necanicum Junction Section

GENERAL DESCRIPTION OF WORK:

Remove and relocate Sunset Memorial Sign

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12/31/80, as requested in Mr. Keasey's letter of 1/8/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $620 Federal Funds $547.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/27/81		for Acting Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

9213

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-137	DEPARTMENT OF TRANSPORTATION DERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/18/80	State egon County Clatsop Project No. FR-27-1(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cannon Beach Jct.-Necanicum Jct.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-15-80	9.25
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,263,000.00	$ 1,994,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

xx For: H. S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator DEC 1 [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 28, 1980

Federal Aid Project
No. FR-27-1(5)

Cannon Beach Jct.-Necanicum Jct. Section
Sunset Highway
Clatsop County

Project agreement estimate.

Type Code 6201
Roadway (M.P. 0.55 to M.P. 9.80)

Furnishing Field Laboratory	1 Each	$2,500.00	$ 2,500.00
Mobilization	All Required		115,000.00
Temporary Protection and Direction of Traffic	All Required		13,500.00
Temporary Signs	633 Sq.Ft.	3.75	2,373.75
Temporary Barricades	6 Each	50.00	300.00
Temporary Plastic Safety Markers	39 Each	50.00	1,950.00
Temporary Delineators	130 Each	13.00	1,690.00
Flagmen	1,800 Hour	24.50	44,100.00
Pilot Car	450 Hour	1.00	450.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		2,000.00
General Excavation	3,362 Cu.Yd.	6.00	20,172.00
Trench Excavation	248 Cu.Yd.	25.00	6,200.00
Watering	140 M-Gal.	6.00	840.00
Aggregate Shoulders	15,200 Ton	6.00	91,200.00
Cement Treated Base	17,600 Sq.Yd.	2.80	49,280.00
Cement for Treated Base	520 Ton	80.00	41,600.00
Asphalt in Chip Seal	20 Ton	160.00	3,200.00
Aggregate in Chip Seal	110 Cu.Yd.	1.00	110.00
Class "B" Asphalt Concrete Mixture	61,300 Ton	10.75	658,975.00
Asphalt Cement in Mixture	3,990 Ton	158.00	630,420.00
Asphalt in Tack Coat	75 Ton	180.00	13,500.00
18-inch Culvert Pipe	350 Lin.Ft.	20.00	7,000.00
24-inch Culvert Pipe	192 Lin.Ft.	18.00	3,456.00
36-inch Culvert Pipe	30 Lin.Ft.	105.00	3,150.00
48-inch Culvert Pipe	3 Lin.Ft.	300.00	900.00
3-inch Polyethylene Pipe	1,450 Lin.Ft.	.80	1,160.00
4-inch Polyethylene Pipe	1,430 Lin.Ft.	.80	1,144.00
Filter Fabric	2,079 Sq.Yd.	1.10	2,286.90
Gravel in Drains	225 Cu.Yd.	25.00	5,625.00
Guard Rail, Type 2A	1,400 Lin.Ft.	13.00	18,200.00
Guard Rail, Type 3	600 Lin.Ft.	26.00	15,600.00
Guard Rail Anchors, Type 1	26 Each	290.00	7,540.00
Extra for Guard Rail Bridge Connections	8 Each	200.00	1,600.00
Concrete End Pieces	4 Each	825.00	3,300.00
Rail End Pieces, Type C	28 Each	85.00	2,380.00
Metal Rail	186 Lin.Ft.	51.00	9,486.00
Extra for Asphalt Approaches	130 Each	190.00	24,700.00

Delineators	300 Each	$ 19.00	$ 5,700.00
Removal of Existing Sign Installations	All Required		400.00
Wood Sign Posts	All Required		3,800.00
Sign Support Footings	All Required		800.00
Single Post Slip Base Sign Supports	All Required		800.00
Type "A" Signs in Place	41 Sq.Ft.	25.00	1,025.00
Type "C", "D" and "R" Signs in Place	141 Sq.Ft.	11.00	1,551.00
Type "EE" Signs in Place	7 Sq.Ft.	12.00	84.00
Type "U" Signs in Place	113 Sq.Ft.	18.00	2,034.00
Move and Reinstall Existing Signs	All Required		407.00
Roadside Seeding and Mulching	2 Acre	2,000.00	4,000.00
			$1,828,489.65

Anticipted Items

Permanent Pavement Striping	All Required	$ 4,200.00
Temporary Pavement Striping	All Required	3,200.00
Temporary Erosion Control	All Required	1,000.00
Asphalt Cement Adjustment	All Required	173,000.00
On the Job Trainees	All Required	1,600.00
		$ 183,000.00

Subtotal	$2,011,489.65
Engineering	251,510.35
Total	$2,263,000.00

Length of Roadway - - - - - - - - - - 9.25 Mi.
Cost of Roadway Per Mile - - - - - $244,648.65

Federal Funds (88.15%) - - - - - - - $1,994,800
State Funds - - - - - - - - - - - - - 268,200

Total $2,263,000

Group 1 - 100%
Contract No. 9213
Prefix 4-1939
Prefix 4-1035

Cannon Beach Jct.-Necanicum Section
(Nonparticipating - State Work)

Setting Mailbox Posts	40 Each	$60.00	$2,400.00
State Responsibility for Damages	All Required		1,500.00
Furnish Mailbox Posts	20 Each	50.00	1,000.00

7-313 10-[illegible]-80

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FR-27-1(5)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division - Salem

PROGRAM NO.

ITEM NO. 80371

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, OR

10-24
orig

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maehreng
FOR
Info

DATE PS&E APPROVED 10-15-80

DATE AUTHORIZATION EFFECTIVE 10-15-80

FEDERAL ROUTE NUMBER Primary 27

STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

Cannon Beach Jct. -Necanicum Jct. Section

GENERAL DESCRIPTION OF WORK:

High type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

Permanent and temporary pavement Striping S.F.	$7,400
Temporary Erosion Control	1,000
Asphalt Cement adjustment	173,000
On the job training	1,600

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's October 10, 1980 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $ 2,850,000 , Federal Funds $ 2,512,275.

A signed copy of the Title Sheet is returned herewith.

DATE 10-15-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCK OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-611-955

9713

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 18, 1980

RECEIVED
STATE HWY ENGR
JUN 19 '80
REFER TO
R
FOR

Info	Inves	R/D	D/k	Sign	Act	File

Gerald Woodward, Chairman
Clatsop-Tillamook
Intergovernmental Council
Box 488
Cannon Beach, OR 97110

Dear Mr. Woodward:

The effects of the efforts to balance the federal budget and reductions in gasoline usage in this period of rising costs caused our department to review the scheduling of the two projects on the westerly end of the Sunset Hwy which you wrote about June 11, 1980.

We still plan to construct the previously scheduled projects. However, it will take longer.

We are proceeding with the final survey of the Cannon Beach Jct. project at the intersection of US 101 and 26. Following the field staking portion, office detailing and preparation of right of way descriptions and appraisal, then right of way acquisition will proceed. The actual acquisition could take as much as a year.

The Cannon Beach Jct-Necanicum Jct section needs overlaying as we all know. So do many other sections of highway. It does not appear that we will be able to do more than limited surface maintenance on this section this year. Hopefully we will be able to proceed with an actual contract in the summer of 1981.

Thank you for letting us know your concerns about these two vital projects. We are sharing a copy of your letter and our reply with out Highway Administration.

Sincerely,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION 2 ENGINEER

GW/rgb
cc: ✓H. S. Coulter w/attch
D. H. Moehring "
E. L. Everton "

CLATSOP-TILLAMOOK
INTERGOVERNMENTAL COUNCIL

Box 488 • Cannon Beach, Oregon 97110 • Phone 436-1156
~~Jack Lesch, Director~~
Richard W. Pearson, Director

REGION 2 ENGINEER
RECEIVED
JUN 16 1980
RME RFE

June 11, 1980

C.O. Fredrickson, Region Engineer
Oregon State Highway Division
P.O. Box 14030
Salem, Oregon 97310

Dear Mr. Fredrickson,

It has been brought to the attention of the Board of Directors of CTIC that the proposed improvements to the Cannon Beach Junction (Highways 101 and 26) will be delayed due to funding cutbacks. The Board, all being local elected officials, understands the problems of funding projects in the face of inflation, voter reluctance to approving new sources of revenue, a cutback in gasoline usage and less gas tax revenues, and the recisions caused by the efforts to balance the federal budget.

Our purpose in writing is to urge you to reschedule this project as soon as possible since the project is very important to the Clatsop-Tillamook county areas.

Another project that was scheduled for this year in the Six Year Highway Improvement Program is the upgrading of Highway 26 from the Cannon Beach Junction to the Necanicum Junction. Would you please advise us as to the status of this project.

Sincerely Yours,

Gerald Woodward

Gerald Woodward
Chairman

GW/ms

MEMBERS: Astoria, Bay City, Cannon Beach, Clatsop County, Garibaldi, Gearhart, Hammond, Manzanita, Nehalem, Port of Astoria, Port of Bay City, Port of Tillamook Bay, Rockaway, Seaside, Tillamook County, Tillamook, Warrenton and Wheeler. ASSOC. MEMBER: North Tillamook County Sanitary Authority

1213

April 14, 1980

ACC 2-5

The Honorable Robert B. Duncan
Member of Congress
2447 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Duncan:

In our April 10 conversation, I promised to send you some specific information as to the impact of the obligation ceiling imposed by the Federal Highway Administration on our highway program.

We have been given a limit of $25.102 million against which to obligate work between now and October 1, 1980. As a result, we have had to review our proposed contracting and remove approximately $25 million of work from our schedule.

In some respect, we are fortunate in that we have approximately $15 million worth of work previously obligated that is no longer appropriate to proceed with during this time period, so we can "de-obligate" the $15 million worth and apply it to projects that are on our schedule. Had this not been the case, we would have had to defer an additional $15 million worth of projects.

The following is a listing of the larger more significant projects deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$ 4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop Co., Overlay-Widen-Sign	$ 3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$ 2,006,000
S. Danfield Interchange E. Portland Fwy. - I-205, Multnomah Co., SW & NW Streets	$ 4,020,000

S. Danfield Interchange (Phase 2) E. Portland Fwy. - I-205, Multnomah Co., S-P-Sign	$ 7,100,000
Hobler O'Flow, Necanicum, Tillamook County	$ 750,000
[illegible] Creek Bridge, Umpqua, Douglas Co.	$ [illegible]
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$ 1,265,000
Total	$10,135,000

The above all represent needed and important improvements to the system and jobs for which we have sufficient Federal funds apportioned. The largest consequence of this impoundment is a delay in opening I-205 from a scheduled December 1982 to about August 1983.

Sincerely,

F. B. Klaboe
Director

cc: The Honorable Victor Atiyeh
Oregon Transportation Commission

bc Ron Linton
bc: H. S. Coulter

LWR:pf jv

9213

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

April 11, 1980

In Reply Refer to
File No.: ACC 9-5

Mr. Noel Klein, Sr. Staff Associate
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97301

Mr. William Penhollow, Exec. Assistant
Association of Oregon Counties
P.O. Box 2051
Salem, Oregon 97308

SUBJECT: Impact of Federal Spending Cuts in the Highway Program

Gentlemen:

You have all heard or read about various actions undertaken by the Federal Government apparently intended to balance the Federal Budget and/or reduce the outflow of dollars to fight inflation.

So far we have determined the impact on the Oregon highway program will be a reduction in projects proposed to contract between now and October 1 of approximately $25 million.

The following are the larger, more significant projects, we have deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop County, Overlay-Widen-Sign	$3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$2,006,000
S. Banfield Interchange E. Portland Freeway, Multnomah Co.,SW & NW Sts.	$4,090,000
S. Banfield Interchange (Phase 2) E. Portland Freeway, Multnomah Co., G-P-Sign	$7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas County	$ 580,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$1,066,000

Form 734-3122

Barring any further Federal restrictions or fund shortage, we anticipate that we will be able to contract as previously scheduled our remaining work and the local projects such as Federal Aid Urban Projects and the County Federal Aid Secondary Projects.

We have been advised to expect Federal restrictions on the amount of work that we can contract during the next Federal Fiscal Year (October 1, 1980 - September 30, 1981). However, we do not know at this time the extent of these restrictions or their impact on our planned program.

We will keep you advised of any significant further changes as they occur.

Sincerely,

L. W. Rulien
Executive Assistant to
  State Highway Engineer

LWR:pf

cc: AGC, Portland
    American Public Works Association
    All Cities
    All Counties
    Branch and Section Heads
    Region Engineers

1213

STATE OF OREGON

INTEROFFICE MEMO

DATE: March 25, 1980

TO: C. O. Fredrickson
Region 2 Engineer

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Sight Distance Problem
MP 0.7
Cannon Beach Jct.-Necanicum Jct.
Sunset Highway

NOTED
E. S. HUNTER

The following data relating to the subject section is being returned for your disposition:

2	Rolls	Profile
1	Roll	Cross-sections
1	Sheet	Sketch Plan Alternate #1
1	Sheet	Sketch Plan Alternate #2

As per your telephone conversation with Mr. Versteeg on Monday, March 24th, the contract plans for the Cannon Beach Jct.-Necanicum Jct. Section are being revised to call for the westerly 1,800 feet to be overlaid without any change in the vertical alignment.

Traffic accident data could not be found to justify the increased cost required for the vertical alignment revision proposed by the Region at this time.

DOC:ab
cc: E. S. Hunter
D. H. Moehring
W. H. Kappus, FHWA
F. Eriksen

RECEIVED
TECHNICAL SERVICES
MAR 26 '80
REFER TO
FOR
Info Inves R/D D.R Ign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 4-1939

March 10, 1980
Salem, Oregon

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: D. O. Christensen
ROAD DESIGN ENGINEER

SUBJECT: Sight Distance Problem
M.P. 0.7
Cannon Beach Jct.-Necanicum Jct.
Sunset Hwy

Resident Engineer Chet Anderson's attached Feb. 29 letter and its attachments describe and demonstrate the sight problem on the long tangent on the westerly end of the subject project.

Stopping sight distance, according to State standards where we use the old 4.5' eye level is 350' or enough for a 45-50 mph speed. However, since the crest is in the middle of a good passing tangent, cars can go out of sight in either direction from the crest creating serious problems.

This office recommends we simply show a no work area on the westerly 0.34 mile of current project and incorporate this work amounting to approximately $400,000 into the Cannon Beach Jct. project presently scheduled for 1981. This allows another alternative of acquiring the necessary R/W soon and negotiating a price agreement for the 1800'.

The data submitted herewith showns two alternative profiles. The second alternative involves cutting the crest vertical. This office recommends alternative one of simply raising either direction from the crest.

If you agree with the above, please forward through the front office for Project Management to update their records and let us know so we might provide the necessary property information.

GW/rgb
cc: D. E. Swan
Chet Anderson: Please proceed with identifying the property ownerships from whom R/W must be acquired for this proposal.

1 Versteeg
Anderson
2 Christensen DOC
Olson
3 Sullivan
Terpin
Trout
Wakerlig

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11
ROAD DESIGN SECTION

Do Not File
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Action

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

DATE: February 29, 1980

TO: G. Wimer
Region 2 Construction Engineer

FROM: Chet Anderson
Resident Engineer

SUBJECT: Preliminary Study for Improvement of
Sight Distance at MP 0.7, Sunset Hwy.
Clatsop County

REGION 2 ENGINEER
RECEIVED
MAR 6 1979
☐ LE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Sight distance is restricted by a vertical crest curve on a long tangent which is located just to the east of the Cannon Beach Junction project and just within the westerly end of the Cannon Beach Junction-Necanicum Junction overlay project. It was requested to make a preliminary study of work needed to eliminate this sight distance problem to see if the improvement could be incorporated in the Cannon Beach Junction project or the Cannon Beach Junction-Necanicum Junction project.

Two alternates for improving the sight distance on the subject tangent have been prepared. On both alternates the alignment of the roadway is not changed. In alternate #1 the vertical crest curve is essentially eliminated by filling over the existing roadway each way from the crest of the curve. On alternate #2 the vertical crest curve is essentially eliminated by excavating at the crest and filling over the existing roadway each way from the crest. Both alternates will require additional R/W. No consideration was given to additional work or R/W that may be needed to maintain traffic thru the work area while the roadway is being built up or cut down. Maintaining traffic thru the work area would be a big problem on both alternates. The proposed work probably would have to be done "under traffic".

Enclosed for your review and use is the following data:

1 roll	Profile
1 roll	X-Sections
1 sheet	Sketch Plan Alternate #1
1 sheet	Sketch Plan Alternate #2

CA/kal

cc: file

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Materials

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
Sunset Hwy #47 US 26 Hwy. No. 47 Rte. No. ____ From M.P. 0.58 To M.P. 0.88 Period Covered: 74 to ____	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			
74 0.70			1										1		1			3	
1975 0													0						
1976 0													0						
1977 0													0						
1978													0						
1/1 [illegible] 0													0						
0																			
Nothing Thru March 79																			

7713 47

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/80
Donald L. Rout

Nov 6
~~Oct 23~~
~~April 24~~, 1980 Bid Letting ______ All Clear Deadline

SECTION Cannon Beach Jct.-Necanicum
Highway Sunset
County Clatsop Region 2
Type of Work O'lay-Widen-Sign Funds FA(RRR)
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

9213

L

STATE OF OREGON INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: March 12, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Sight Distance Problem
M.P. 0.7
Cannon Beach Jct.-Necanicum Jct.
Sunset Highway

#10,285

Attached is a letter from Gerald Wimer requesting that the last 1,800 feet at the west end of the project be eliminated from the end of the subject overlay project and included in the future Cannon Beach Jct. project.

This section of roadway contains two sag verticals on a tangent section in which sight distance is very poor, resulting in a hazardous condition.

The corrective work will require right-of-way which can not be acquired in time to incorporate the work in the Cannon Beach Jct.-Necanicum Jct. project. In addition, the extensive grading work would more appropriately fit into the Cannon Beach Jct. project.

It is recommended that this westerly section be eliminated from the Cannon Beach Jct.-Necanicum Jct. project and added to the Cannon Beach Jct. project.

According to Bill Kappus of FHWA it would be possible after right-of-way is acquired to pursue adding this piece back into the project from a safety standpoint if it was desirable from a safety standpoint.

The estimated cost of this work is approximately $400,000.

DOC:ab
cc: D. H. Moehring
C. O. Fredrickson
W. E. Cole
L. K. Watson
W. H. Kappus, FHWA

3 14-80
To Hal
Use your own
judgement
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Info	Invest	R/D	D/R	Sign	Act	File

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9213

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STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: W. Cole
Design Engineer Supervisor

DATE: March 7, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Plan Review
Cannon Beach Junction-Necanicum Junction
Sunset Highway

As requested, we have reviewed traffic conditions near the subject junction. This review was conducted to determine if Eldon Everton's proposed plan revisions were justified.

Due to the difference in elevation between the existing west leg of this junction and the proposed connection, it is our opinion that the added costs associated with keeping the existing ramp open as a one-way off-ramp from the Sunset Highway are not justified. Our traffic counts show that only 540 vehicles utilize the Necanicum Highway at this point with approximately a 50-50 directional split. It is also our opinion that the original proposal to convert this intersection to a "T" type junction is the best proposal from the operation, safety and economical standpoints.

If vehicles are presently negotiating the design without an eastbound acceleration lane, they should be able to negotiate the proposed design.

L. E. George
L. E. George
Traffic Engineer

DRW:jrb

REFERRED TO
Beard
Stoudenmeyer
1 Cole W.C.
Sample
2 Eriksen F.E.
Watson
Hager
Leu
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BY FINAL DESIGN ENGINEER

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ROAD DESIGN SECTION

9213

47

ROAD DESIGN SECTION

DES 16-1
LOC 11
Sunset

November 30, 1979

J. E. Backstrand
Supervising Design Engineer

W. E. Cole
Design Engineer Supervisor

Subject:
RRR Overlay Project
Cannon Beach Junction-Necanicum Junction
Sunset Highway
Clatsop County

Transmitted herewith is a narrative report and a Memo to the File from George Wills on the above-named project scheduled for April 24, 1980.

This information is being submitted for your investigation of any work required on the following bridges:

Bridge No. 3091A, M.P. 2.24

Bridge No. 3092A, M.P. 3.26

Bridge No. 2601, M.P. 4.40

Bridge No. 3095, M.P. 5.85

Bridge No. 6524, M.P. 7.07

Bridge No. 3099, M.P. 8.22

Enc.

WEC:ja

cc Bob Gettis

1 Versteeg ✓
Anderson
2 Christenson Dec
Olson
Sullivan
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ROAD DESIGN SECTION

Do Not File ☐
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LOC 11
Sunset

OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT 378-6883
DEPT TELEPHONE

TO: FILES

DATE: November 27, 1979

George C. Wills

FROM: George C. Wills
Location Field Engineer

SUBJECT: Cannon Beach Junction-Necanicum Junction
Sunset Highway
Clatsop County
Prefix 4-1939

This section of the Sunset Highway has been considered for rehabilitation in recent years. The 1974 Bond Program identified this project but it was not done due to suspension of that program. The project is now on the schedule for April as a FAP (RRR) project.

The typical section is proposed as 32 feet in width, two 12-foot lanes with 4-foot shoulders. This typical can be constructed within the existing highway right-of-way and with few exceptions, within the existing roadbed earthwork prism. A wider section would require extensive additional right-of-way, and construction of cut and fill would result in removal of large amounts of vegetal cover. Although the affects would be temporary, it would result in removal of stream shade and some siltation of the Necanicum River. Of more importance would be the substantial increase in costs due to the widening. A wider section is therefore not recommended.

There are six bridges over various streams throughout the project. All have been examined and have been determined to be in satisfactory condition (John Tindall and Eddie Payton). Two of the structures are of timber construction and, I have been advised that satisfactory anchorage of guardrail to the structures can be designed.

All structures are wider than the approach roadway of 24 feet and are therefore of satisfactory width to leave in place for RRR projects.

Horizontal and vertical alignment is satisfactory for 55 M.P.H. design; therefore, revision of those elements has not been undertaken.

cc: F. E. Terpin

NARRATIVE REPORT

Cannon Beach Jct. - Necanicum Jct.
Sunset Highway
Clatsop County

August 1979

Richard E. Nelson
Region II Location Engineer

DESCRIPTION: This project begins at M.P. 0.6 and runs easterly along the Sunset Highway to M.P. 10.0. This is a downscoped version of a previously submitted overlay-safety project. Improvements scheduled in this project are, AC shoulder paving, installation of guardrail at bridge ends, and improvement of the Necanicum junction intersection. Delineation has been added as a safety improvement.

ALIGNMENT: No changes in horizontal alignment are planned. Some small grade changes are planned at bridge ends to eliminate the need for overlaying the bridge decks.

TYPICAL SECTION: Proposed are 2 - 12 foot travel lanes and 2 - 4 foot paved shoulders. A left turn lane is provided at the Necanicum junction.

SURFACING: A 4 inch overlay with an added 1 inch leveling allowance is provided. Class B A.C. is planned. The existing 20-22 foot of paved travel lane is to be overlayed. The shoulder areas outside of the center 22 feet will be pulverized and cement treated to a full 12 inch depth. The shoulders will then receive the same 4 inch plus 1 inch overlay. No overlay of bridge decks is planned. For 500 feet each side of each bridge, the entire roadway will be pulverized, cement treated, and graded to provide a full 12 inch depth of treatment below the AC overlay; while insuring that the AC overlay will meet the existing bridge deck grades.

GUARD RAIL: Maximum flares of 4 feet and runs of 50 feet past bridge ends are provided. These short runs and minimum flares are used to eliminate the need for added right of way. Continuous runs of type 2A guardrail are provided across the Volner Creek bridge. These runs extend 50 feet past the bridge ends. The same provisions are made for the Johnson Creek bridge. The rail and rail blocks will be bolted to the existing wooden posts and/or handrail on these bridges.

Guardrail bridge end connectors are provided at all other structures on the project.

CONTROL OF TRAFFIC: One way traffic will be maintained at all times. In areas of grade chang at bridge ends, one lane will be worked to completion while traffic is routed over the other lane. Portable signing, flagmen equipped with two-way radios and traffic cones or barricades will be used to control traffic.

SPECIAL PROVISIONS: Section 111

Temporary Protection and Direction of Traffic: Areas of pavement opened during the days construction, requiring one-way traffic, shall be closed up at the end of the work day and opened to two-way traffic.

Section 606 Guard Rail and Barriers

Additional rail mounting holes required to attach new guard rail to existing wooden bridge rail members will be drilled or punched. The contractor shall not burn these holes with a torch or other heat source.

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

9213

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-5-78

FEDERAL AID PROJECT NO. CON F-27-1(3)

21-1

STATE PROJECT NO. See below Direct

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80371

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-5-78

FEDERAL ROUTE NUMBER Primary 27

STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

Cannon Beach Jct. - Necanicum Jct. Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeology salvage and utility preparatory work
☐ OTHER (Specify) TEC NTE $40,000 - F.F. $34,300

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-14-78 letter.

DATE 9-5-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1980 Dean Creek Br. Sec. on the Umpqua Hy. (Grad, pav. & structr) 9214 cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 1/24/83	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. BRF-20(5)
COMPLETION DATE 8/15/81	ACCEPTANCE DATE BY CONTRACT AGENCY 1/22/82	TIME ELAPSED 100.4 %	CONTRACT TIME 250 CD
APPROVED EXTENSIONS	LOCATION SR-38, 5.76 miles east of US 101		

NOTED
W. E. SCHWARTZ

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STATE HWY ENGR
FEB 1 '83
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2/2

*~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DEAN CREEK BRIDGE
UMPQUA HIGHWAY
Grading, Paving & Structure

This project provided for the construction of a 174 foot long by 40 foot wide structure along with necessary approach roadbed widening, aggregate base and asphalt concrete pavement. A contract in the amount of $454,239 was awarded Ross Brothers Construction Co. Salem, Oregon on 11/12/80. Work began on 11/19/80 and was completed in reasonably close conformance with the contract plans and specifications, including approved changes and extra work order, on 8/15/81 at a final cost of $527,003.97 which indludes $476,703.97 for bid item work, $500 for anticipated items, $4,450 for contingencies, $45,500 for construction engineering, and a credit of $150 for liquidated damages.

Project records and the State's materials certification indicates that all materials incorporated into the work were in reasonably close conformance with specifications requirements. The materials certificate indicates that test results covering 4267 c.y. of embankment in place, 807 c.y. of aggregate base, and 1587 tons of class "B" asphalt concrete were not submitted to the materials section. Region record compaction tests covering these items indicated a tight, dense, well compacted material based on visual inspection considering the relative small quantities involved acceptance of this procedure is recommended.

* Doc
another
example
H

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1/31/83	TITLE Field Operations Engineer	DATE 1/31/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9211

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 3-172		County Douglas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3/17/82	Project Number BRF-20(5)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 1, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 534,198.00	$ 544,000.00
Federal funds	$ 427,358.00	$ 435,200.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of March, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon March 15, 1982

Federal Aid Project
No. BRF-20(5)

Dean Creek Bridge
Umpqua Highway
Douglas County

Revised Project Agreement Estimate

Type Code X080
Structure, Bridge No. 1685A(Sta.305+08 to Sta.306+24)
(Sta.306+24 to Sta.307+97, Str.) (Sta.307+97 to Sta.309+22)

Subtotal of Previous Estimate of November 21, 1980			$ 472,437.00
Previous Estimate			
Embankment in Place	3,730 cu.yd.	5.60	$ 20,888.0
Loose Riprap Class 700	440 cu.yd.	27.00	11,880.00
			$ 32,768.00
Revised Estimate			
Embankment in Place	4,260 cu.yd.	5.60	$ 23,856.00
Loose Riprap Class 700	637 cu.yd.	27.00	17,199.00
			$ 41,055.00
		Increase	8,287.00
		Subtotal	$ 480,724.00
		Engineering	63,276.00
		TOTAL	$ 544.000.00

Length of Structure - - - - - - - - - - - 0.033 mi.

Federal Funds - - - - - - - - - - -	$435,200.00
State Funds - - - - - - - - - - - -	108,800.00
TOTAL	$544,000.00

Group 1 100%
Contract No. 9214
Prefix 10-1981
Prefix 10-1099

9214

State

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-205		County Douglas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BRF-20(5)
MODIFICATION NUMBER 1	9-3-81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 1 , 19 80 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 519,000.00	$ 534,198.00
Federal funds	$ 415,200.00	$ 427,358.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of September , 1981 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 31, 1981

Federal Aid Project
No. BRF-20(5)

Dean Creek Bridge
Umpqua Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 1685A (Sta. 305+08 to Sta. 306 +24)
Sta. 306+24 to Sta. 307+97, Str.) (Sta. 307+97 to Sta. 309+22)

Subtotal of previous estimate of November 21, 1980	$457,239.00

Previous Estimate

Flagman	200 Hr.	23.00	$ 4,600.00
Class "B" Asphalt Concrete	1,230 Ton	33.00	40,590.00
			$ 45,190.00

Revised Estimate

Flagman	350 Hr.	23,00	$ 8,050.00
Class "B" Asphalt Concrete	1,586 Ton	33.00	52,338.00
			$ 60,388.00
		Increase	$ 15,198.00
		SUBTOTAL	$472,437.00
		Engineering	61,761.00
		TOTAL	$534,198.00

Length of Structure ---------- 0.033 mile

Federal Funds ----------------	$427,358.00
State Funds ------------------	106,840.00
TOTAL	$534,198.00

Group 1 100%
Contract No. 9214
Prefix: 10-1981
Prefix: 10-1099

9211

OMB No. 04-R2089

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
12-37

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

12/1/80

State
OREGON
County
Douglas
Project No.
BRF-20(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Dean Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-15-80	0.033

OTHER *(Specify)*

FUNDS Pro Rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 519,000.00	$ 415,200.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for, regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, November 21, 1980

Federal-Aid Project
No. BRF-20(5)

DEAN CREEK BRIDGE
UMPQUA HIGHWAY
DOUGLAS COUNTY

Project agreement estimate.

Type Code X080
Structure, Bridge No. 1685A (Sta. 305+08 to Sta. 306+24)
(Sta. 306+24 to Sta. 307+97, Str.) (Sta. 307+97 to Sta. 309+22)

Mobilization	All Required		$ 41,000.00
Temporary Protection and Direction of Traffic	All Required		3,700.00
Temporary Signs	190 sq.ft.	9.00	1,710.00
Temporary Barricades	7 each	100.00	700.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	275 lin.ft.	5.00	1,375.00
Temporary Guard Rail, Type 1A Modified	375 lin.ft.	9.00	3,375.00
Flagmen	200 hour	23.00	4,600.00
Temporary Reflective Pavement Markers	66 each	5.00	330.00
Temporary Illumination	All Required		12,000.00
Removal of Structures and Obstructions	All Required		1,900.00
Embankment in Place	3,730 cu.yd.	5.60	20,888.00
Toe Trench Excavation	430 cu.yd.	8.00	3,440.00
Finishing Roadbed and Slopes	All Required		3,000.00
Aggregate Base	650 cu.yd.	10.00	6,500.00
Class "B" Asphalt Concrete	1,230 ton	33.00	40,590.00
18-inch Metal Culvert Pipe	10 lin.ft.	30.00	300.00
Guard Rail, Type 2A	625 lin.ft.	15.00	9,375.00
Guard Rail, Type 3	100 lin.ft.	21.00	2,100.00
Guard Rail Anchors, Type 1	1 each	300.00	300.00
Guard Rail Anchors, Type 2	1 each	400.00	400.00
Rail End Pieces, Type C	4 each	200.00	800.00
Loose Riprap, Class 700	440 cu.yd.	27.00	11,880.00
Filter Fabric	350 sq.yd.	1.00	350.00
Delineators	10 each	25.00	250.00
Roadside Seeding and Mulching	1 acre	1,500.00	1,500.00
Bridge Removal Work	All Required		21,000.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structure Excavation	120 cu.yd.	14.00	1,680.00
Furnish Pile Driving Equipment	All Required		19,900.00
Furnish 16" Prestressed Concrete Piling	524 lin.ft.	23.00	12,052.00
Furnish HP 10x42 Steel Piling	1,330 lin.ft.	12.00	15,960.00
Furnish HP 12x53 Steel Piling	1,310 lin.ft.	14.50	18,995.00
Drive Piles	2,940 lin.ft.	3.70	10,878.00

Structural Concrete, Class 3300 (115 C.Y.)	All Required		$ 30,000.00
4' x 50'/55' Prestressed Slabs	5 each	4,426.00	22,130.00
4' x 55'/60' Prestressed Slabs	25 each	3,303.00	82,575.00
Reinforcement (14,000 lbs.)	All Required		8,000.00
Reinforced Concrete Bridge End Panels	178 sq.yd.	58.00	10,324.00
Asphalt Membrane	760 sq.yd.	10.30	7,828.00
Metal Rail with Tubing	356 lin.ft.	46.50	16,554.00
			$454,239.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Pavement Striping	All Required	1,000.00
Remove Pavement Striping	All Required	1,000.00
		$ 3,000.00
	Subtotal	$457,239.00
	Engineering	61,761.00
	Total	$519,000.00

Length of Structure - - - - 0.033 Mile

Work Retained in Program Status
(Not included in amounts below.)

Connections to Existing Guard Rail (E.W.)	All Required	$ 500.00

Federal Funds (80%) - - - - - - - - -	$415,200
State Funds - - - - - - - - - - - - - -	103,800
Total	$519,000

Group 1 - 100%
Contract No. 9214
Prefix 10-1981
Prefix 10-1099

9214 2-10-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982 Warren Richard

for C. T. Keasey
Asst. State Highway Engineer

9214

L,

January 28, 1982

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9214

Gentlemen or Ladies:

On January 26, 1982, we wrote to you concerning release of final payment on Contract No. 9214 awarded to Ross Bros. Construction, Inc. for work on the Dean Creek Bridge on the Umpqua Highway in Douglas County.

Final payment on this contract is $11,656.49 and the total contract amount is $468,503.97 including $12,000 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9214 45

ROAD DESIGN SECTION 378-6558 DES 16

A. E. Shirley, Jr.
Region III Engineer, ROSEBURG

December 14, 1981

W. H. Wakerlig
Right of Way Descriptions Supervisor

Dean Creek Bridge Section
Umpqua Highway
Douglas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 14 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 290.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Engineer Draftsman

ALD:rlr
Attachment

4214

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dean Creek Bridge
WEEK ENDING: August 29, 1981
SECTION PREFIX: 10-1099
HIGHWAY: Umpqua
COUNTY: Douglas
NAME OF JOB: Dean Creek Bridge
KIND OF WORK: Grading, Paving, & Structure
CONTRACTOR: Ross Bros. Construction, Inc.
CONTRACT NUMBER: 9214
FEDERAL AID PROJECT NUMBER: BRF - 20 (5)
DATE OF CONTRACT: November 12, 1981
DATE WORK STARTED: November 19, 1981
ESTIMATED COMPLETION DATE: Aug. 15, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 250
WORK DAYS USED:
CALENDAR DAYS USED: 251
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 100.4
PROJECT AUTHORIZATION: $519,533.77
EXCLUSIVE OF ENGINEERING: $478,337.26
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $485,796.24
ESTIMATED PERCENT: OVERRUN UNDERRUN 1.6 %
ENGINEERING AUTHORIZATION: $41,196.51
This Wk. 250.00
ENGINEERING COST TO DATE: $41,200.00
PERCENT OF AUTHORIZATION: 100 %
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
DATE PROJECT WAS COMPLETED: August 15, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06				
MILES PARTIALLY COMPLETED	0.06				
MILES COMPLETED	0.06				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3730	350			1230
TOTAL QUANTITIES CORRECTED TO DATE	4516	807			1587
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4516	807			1587
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Fair			
MONDAY 24	"			
TUESDAY 25	"			
WEDNESDAY 26	"			
THURSDAY 27	"			
FRIDAY 28	"			
SATURDAY 29				

K
RECEIVED
AUG 31 1981
CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No work
24 MONDAY	No work all week.
25 TUESDAY	
26 WEDNESDAY	
27 THURSDAY	
28 FRIDAY	
SATURDAY 29	

REMARKS

Mileage for crew 080-05 1839 Miles

Semi-final will be submitted about Sept. 12th.

Last time I was by the project , maint. hadn't put up Dooley"s mail box or picked up their barricades .

SIGNED Eugene H Pahl LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9214

10-31-80

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator FHWA, Oregon Division, Salem, OR	PROGRAM NO.	FEDERAL AID PROJECT NO. 20(3)
	ITEM NO. 80340	STATE PROJECT NO. See below
		COUNTY NAME Douglas
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-10
orig

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	10-31-80	Primary 20
		STATE ROUTE NUMBER Primary 45

GENERAL LOCATION:

Dean Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* Program change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-27-80, I approve the revised (Construction Costs) (Preliminary Engineering Costs) to a TEC of $68,000, Federal funds $58,130 for period up to October 15, 1980 which is date of PS&E approval (BRF-20(5). Increase TEC $12,400, Federal funds $10,635.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-31-80	G K Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-888

9214 10-1-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-20(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division - Salem OR

PROGRAM NO.:

COUNTY NAME: Douglas

ITEM NO.: 80340

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maehring
FOR

10-24
orig

DATE PS&E APPROVED 10-15-80	DATE AUTHORIZATION EFFECTIVE 10-15-80	FEDERAL ROUTE NUMBER Primary 20 STATE ROUTE NUMBER Primary 45

GENERAL LOCATION:

Dean Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

One structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

Permanent Pavement Striping SF	$1,000
Temporary Pavement Striping SF	1,000
Remove Pavement Striping SF	1,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's October 10, 1980 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $569,220, Federal Funds $455,376.

A signed copy of the Title Sheet is returned herewith.

DATE: 10-15-80

SIGNATURE OF APPROVING OFFICIAL: Valach

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-888

9214.

45

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9 22 80

Donald L Rout

~~Oct. 23,~~ Nov 6 1980 Bid Letting ____________ All Clear Deadline

SECTION Dean Creek Bridge
Highway Umpqua
County Douglas Region 3
Type of Work Structure Funds HBR
State____ Consultant ____ Plans Avail. ___Yes ___No

~~Noise~~
~~DSL~~
~~Br Removal~~

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands		☒			☒
D.O.G.M.I.	☒				
Corps of Engineers		☒			☒
Coast Guard		☒			☒
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		☒			☒
Cultural Salvage	☒				

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study		☒			☒

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

30 July 19 80

A PERMIT TO Construct a new structure to replace an existing bridge. The new structure will be built in the same location as the existing bridge. This work will be done in accordance with the special conditions of the permit.

AT Dean Creek, Mile 0.0, Douglas County, near Reedsport, Oregon.

HAS BEEN ISSUED TO Oregon State Highway Division **ON** 30 July 19 80
200 Transportation Building

ADDRESS OF PERMITTEE Salem, OR 97310

PERMIT NUMBER 071-OYA-4-003582

R J Heineman
for
R. J. HEINEMAN
District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1977 232-984

7/31/80 Original to Construction

cc: General Files
Road Design
Bridge
Don Keyes

Application No. 071-OYA-4-003582

Name of Applicant OREGON STATE HIGHWAY DIVISION

Effective Date 30 July 1980

Expiration Date (If applicable) 31 July 1983

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 31 January 1980 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into waters of the United States upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Oregon State Highway Division
200 Transportation Building
Salem, OR 97310

is hereby authorized by the Secretary of the Army:

to construct a new structure to replace an existing bridge. The new structure will be built in the same location as the existing bridge.

This permit is for the purpose of meeting Section 404 requirements for the proposed bridge advertised in the U.S. Coast Guard's Public Notice No. 80-N-02. Work under Section 404 consists of approximately 300 cubic yards of riprap to protect the footings and slope under each end of the structure.

in Dean Creek, Mile 0.0 in Douglas County

at Near Reedsport, Oregon

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks.)

003582 (Dean Creek - Fill)

subject to the following conditions.

I. **General Conditions**:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

b. That all activities authorized herein shall, if they involve, during their construction or operation, any discharge of pollutants into waters of the United States or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, pretreatment standards and management practices established pursuant to the Federal Water Pollution Control Act of 1972 (P.L. 92-500 86 Stat. 816), the Marine Protection, Research and Sanctuaries Act of 1972 (P.L. 92-532, 86 Stat. 1052), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge during its construction or operation, of any pollutant (including dredged or fill material), into waters of the United States, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or endanger the critical habitat of such species.

e. That the permittee agrees to make every reasonable effort to prosecute the construction or operation of the work authorized herein in a manner so as to minimize any adverse impact on fish, wildlife, and natural environmental values.

f. That the permittee agrees that he will prosecute the construction or work authorized herein in a manner so as to minimize any degradation of water quality.

g. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

h. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

i. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

~~o. That if the activity authorized herein is not started on or before ______________ day of ______________, 19______, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before ______________ day of ______________, 19______, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.~~

p. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

q. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition t hereof, he must restore the area to a condition satisfactory to the District Engineer.

r. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

s. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

t. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and conditions of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

II. **Special Conditions**: (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

a. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

b. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

c. Only clean, durable riprap will be used.

d. Work in the waterway will be done so as to minimize turbidity increases in the water, which tend to degrade water quality and damage aquatic life.

e. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal/Fill Permit No. 3221.

The following Special Conditions will be applicable when appropriate:

STRUCTURES IN OR AFFECTING NAVIGABLE WATERS OF THE UNITED STATES:

a. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

b. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

c. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

d. That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

e. Structures for Small Boats: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

MAINTENANCE DREDGING:

a. That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for ____________ years from the date of issuance of this permit (ten years unless otherwise indicated);

b. That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

DISCHARGES OF DREDGED OR FILL MATERIAL INTO WATERS OF THE UNITED STATES:

a. That the discharge will be carried out in conformity with the goals and objectives of the EPA Guidelines established pursuant to Section 404(b) of the FWPCA and published in 40 CFR 230;

b. That the discharge will consist of suitable material free from toxic pollutants in other than trace quantities;

c. That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution; and

d. That the discharge will not occur in a component of the National Wild and Scenic River System or in a component of a State wild and scenic river system.

DUMPING OF DREDGED MATERIAL INTO OCEAN WATERS:

a. That the dumping will be carried out in conformity with the goals, objectives, and requirements of the EPA criteria established pursuant to Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, published in 40 CFR 220-228.

b. That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

x ____________________ 7/29/80

PERMITTEE DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY

____________________ 30 July 1980

DATE

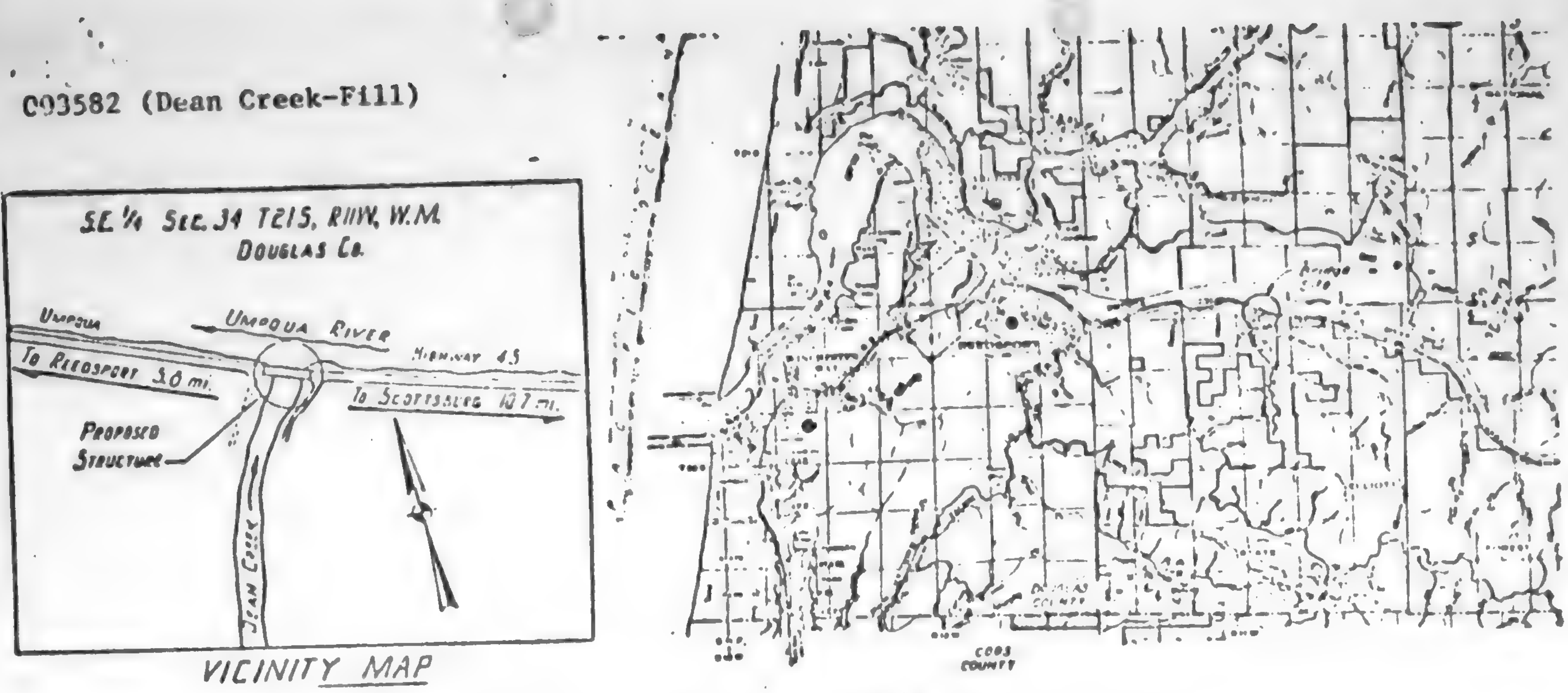
for TERENCE J. CONNELL
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

Transferee hereby agrees to comply with the terms and conditions of this permit.

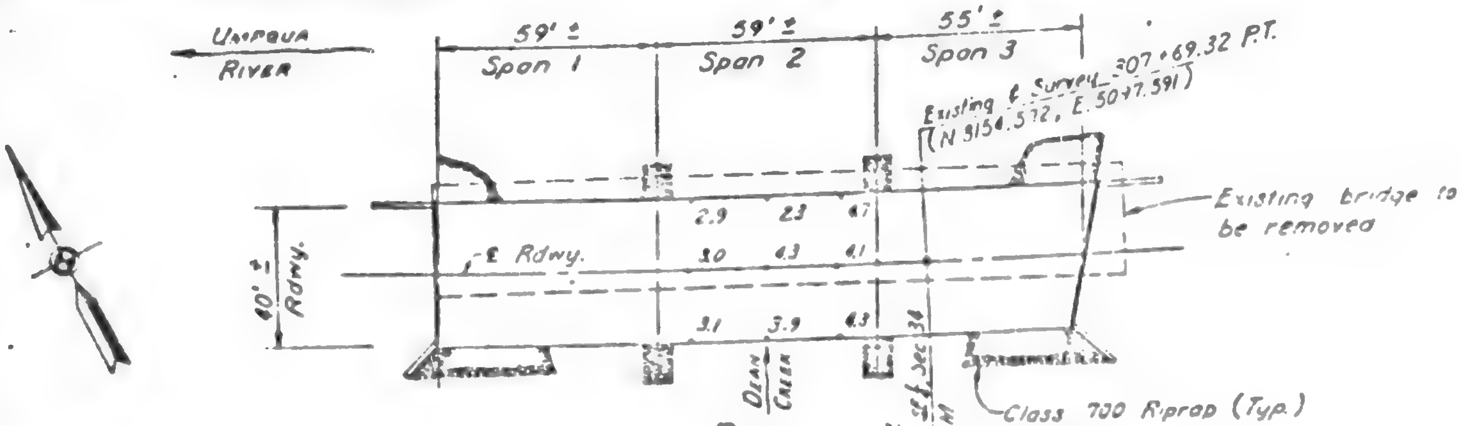
____________________ ____________________

TRANSFEREE DATE

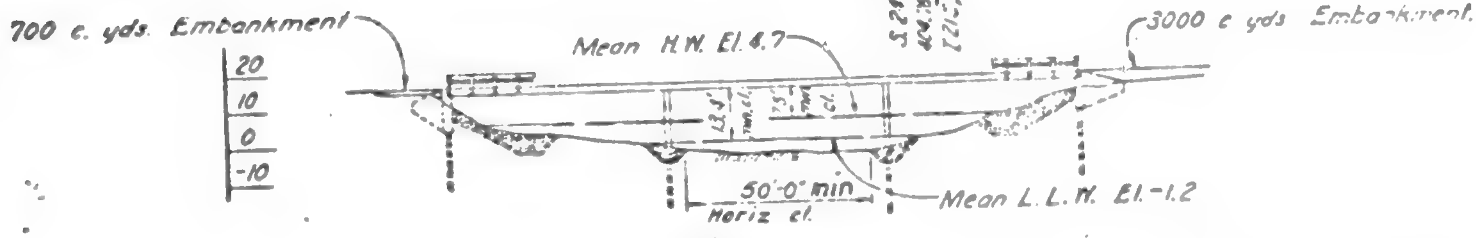
C03582 (Dean Creek-Fill)


SE 1/4 Sec. 34 T21S, R11W, W.M.
Douglas Co.
Umpqua
Umpqua River
Highway 43
To Reedsport 3.0 mi.
To Scottsburg 10.7 mi.
Proposed Structure
Dean Creek
Coos County

VICINITY MAP

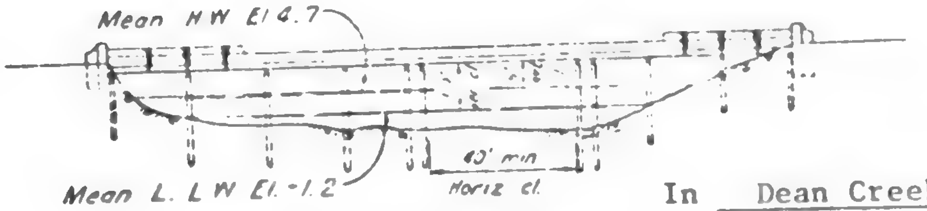

Umpqua River
59' ±
Span 1
59' ±
Span 2
55' ±
Span 3
Existing ℄ Survey 307+69.32 P.T.
(N 9154.572, E. 5047.591)
Existing bridge to be removed
40' ± Rdwy.
℄ Rdwy.
2.9
2.3
4.7
3.0
4.3
4.1
3.1
3.9
4.3
Dean Creek
Sec 34
S 29°50'28" W, 404.182 to SW cor. Sec 34 T21S, R11W, W.M.
Class 700 Riprap (Typ.)

PLAN

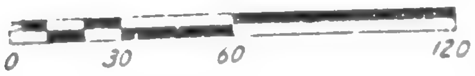

700 c. yds. Embankment
3000 c yds. Embankment
Mean H.W. El. 4.7
20
10
0
-10
50'-0" min
Horiz cl.
Mean L.L.W. El. -1.2

ELEVATION

Soundings by Oregon State Highway Division, 10-19-79 are depths below ave. low water elevation.
Datum is USC & GS. (1945 Adj.)


Mean H.W. El 4.7
Mean L.L.W El. -1.2
40' min
Horiz cl.

ELEVATION EXISTING BRIDGE



Scale in feet

In Dean Creek

At 5.7 miles east of Reedsport

County of Douglas, State Oregon

Application By Oregon State Hwy. Div.

Date 31 January 1980

421

L.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH 98174
PHONE (206) 442-5864

16591
Serial 288
9 June 1980

State of Oregon
Department of Transportation
Highway Division
ATTN: Mr. E. S. Hunter
Transportation Building
Salem, Oregon 97310

RE: Proposed Replacement Bridge
Across Dean Creek near
Reedsport, Oregon

Gentlemen:

Enclosed is Bridge Permit (58-80) approving location and plans for a replacement bridge across Dean Creek, Mile 0.0, near Reedsport, Oregon.

It is requested that you notify this office at the time of start of construction and at monthly intervals thereafter until completion of the work. It is suggested that the report include a copy of the permit drawings with color pencil marking of the work to be performed. A final report is required upon completion of the project. The report should state that the work was accomplished in accordance with the approved plans. Please note that special condition No. 1 specifies that there shall be no deviations from these plans without the prior approval of the Commandant, U. S. Coast Guard.

Your cooperation is appreciated.

Sincerely,

J H Holmead

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Bridge Permit (58-80)

NOTED
E. S. HUNTER

cc Hart (orig.)
Shirley
6-11-80

RECEIVED
TECHNICAL SERVICE
JUN 11 '80
REFER TO
FOR
Info

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, DC 20593
PHONE:

BRIDGE PERMIT
(58-80)

MAY 28 1980

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46 (c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted the location and plans of a bridge to be constructed across Dean Creek near Reedsport, Oregon;

NOW THEREFORE, This is to certify that the location and plan sheets 1 and 2(of 3) dated November 1979 and sheet 3 dated January 1980 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

SPEED LIMIT 55
It's a law we can live with.

MAY 28 1980

BRIDGE PERMIT: Bridge across Dean Creek near Reedsport, Oregon
(58-80)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U.S. Army Corps of Engineers, Portland District; State of Oregon: Division of State Lands; Department of Fish and Wildlife, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing to be replaced Umpqua Highway Bridge across Dean Creek, mile 0.0, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 0.0, will be allowed for such removal and clearance.

5. When the proposed bridge is no longer used for transportation purposes, it shall be removed in its entirety and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.

6. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

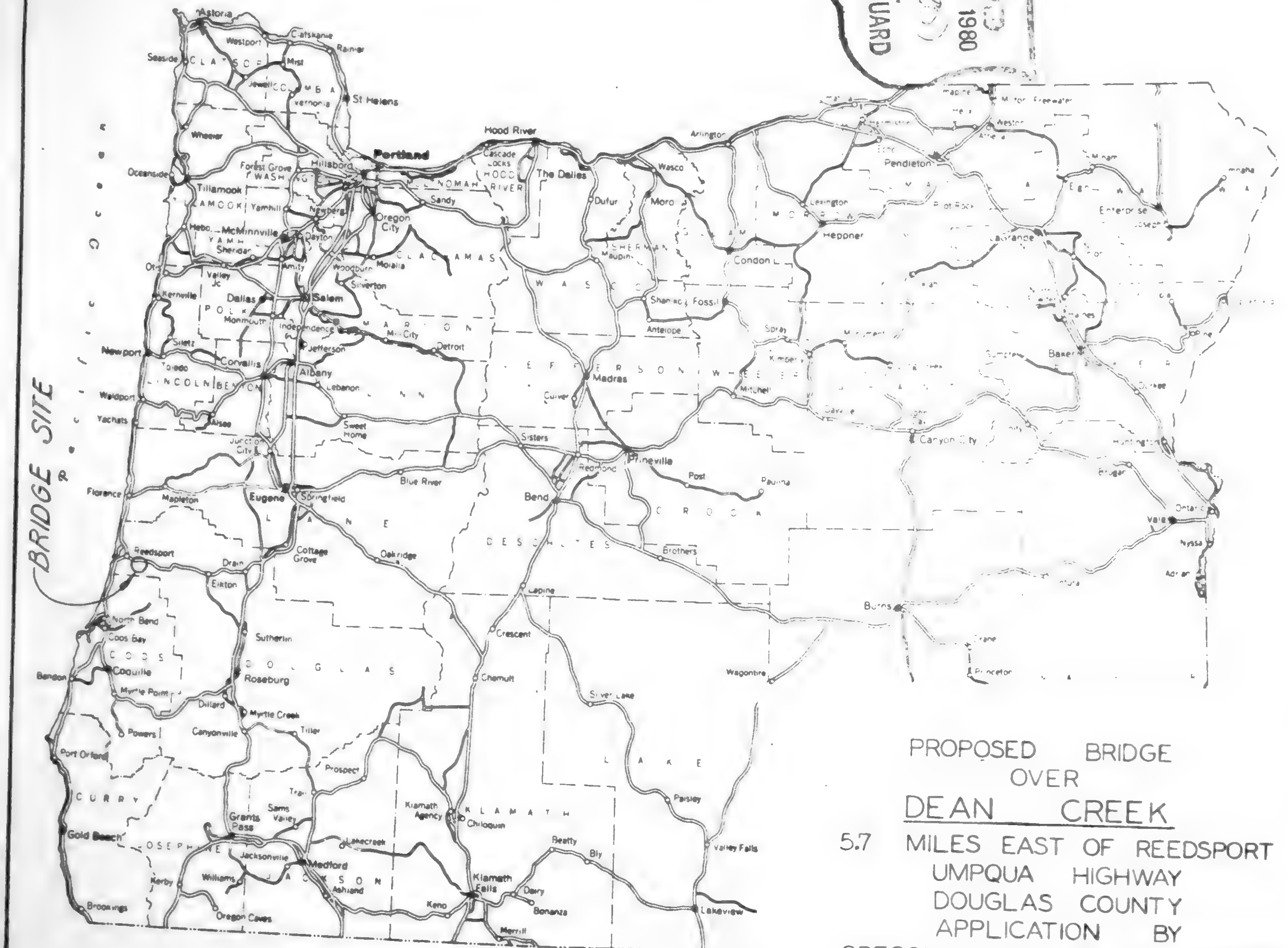
J. Watt

J. Watt

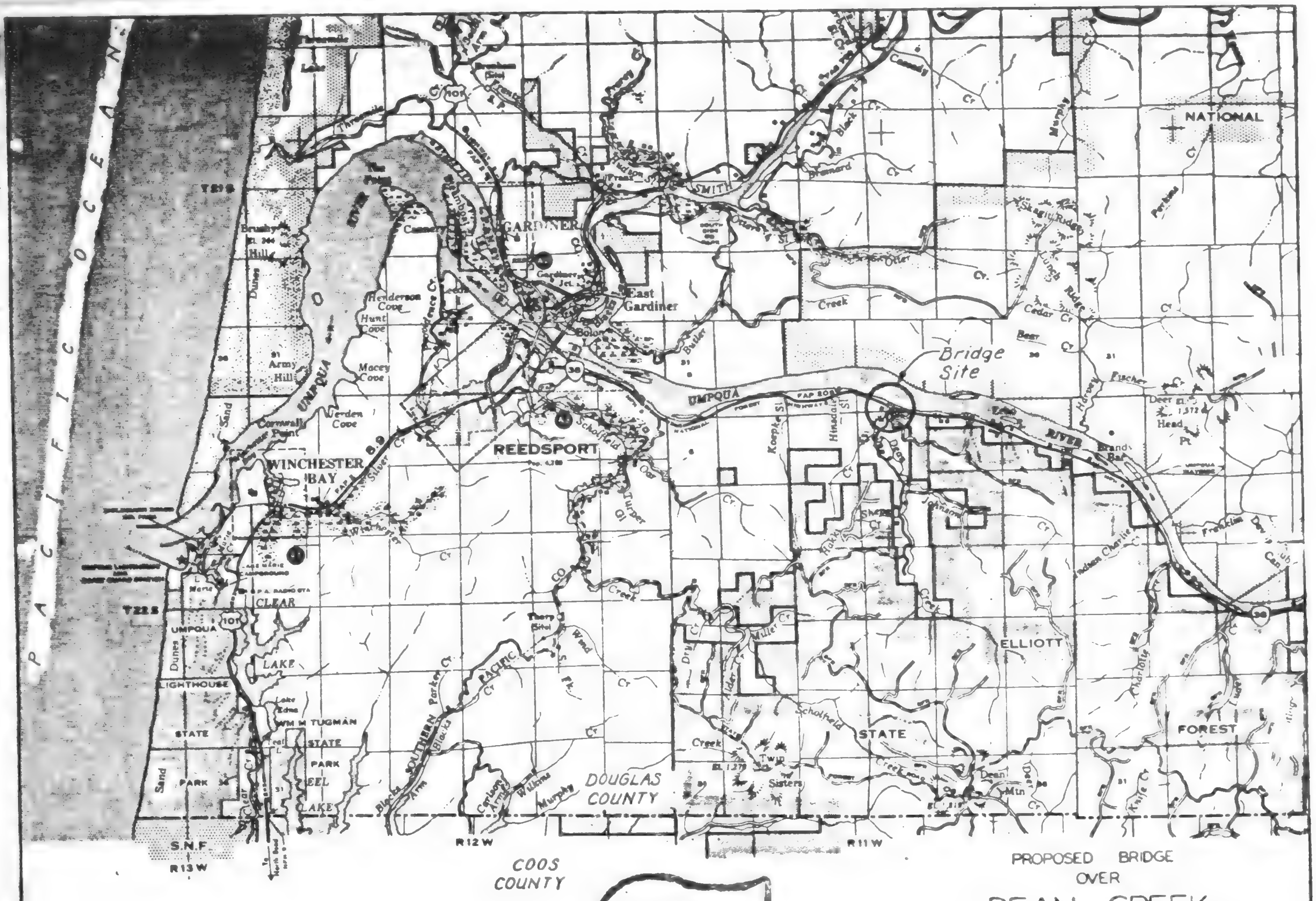
[illegible]
By direction of the Commander

APPROVED
MAY 28 1980
P(58-80)
U.S.
COAST GUARD

STATE OF OREGON

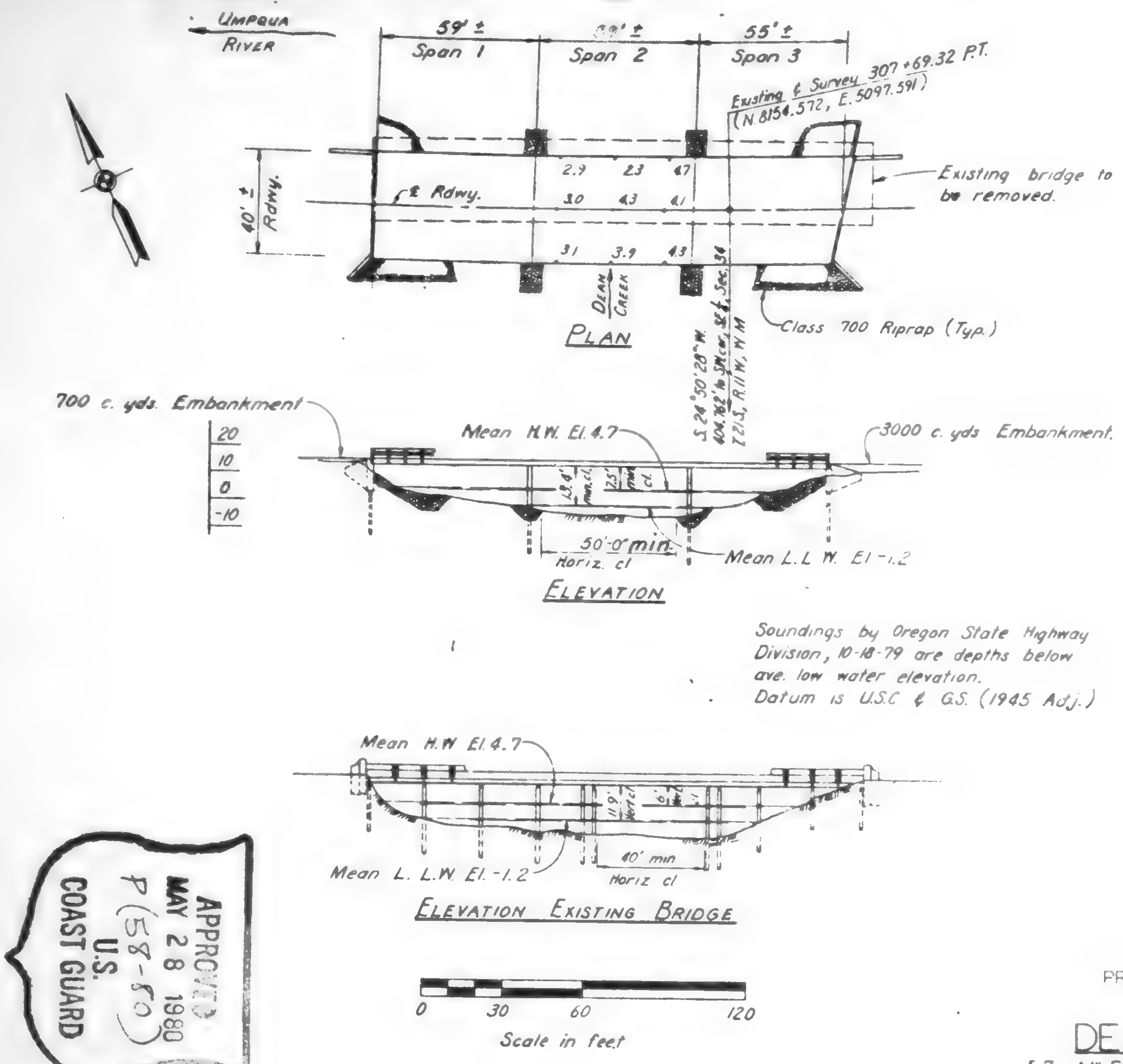

BRIDGE SITE
Pacific Ocean
Astoria
Seaside
Portland
Hood River
The Dalles
Salem
Corvallis
Albany
Eugene
Springfield
Florence
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Medford
Klamath Falls
Bend
Redmond
Prineville
Madras
Pendleton
La Grande
Baker
Burns
Ontario
Vale
Lakeview
Gold Beach
Brookings
Newport
Tillamook
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
YAMHILL
POLK
LINCOLN
BENTON
LINN
MARION
CLACKAMAS
MULTNOMAH
HOOD RIVER
WASCO
SHERMAN
JEFFERSON
WHEELER
MORROW
CROOK
DESCHUTES
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE

PROPOSED BRIDGE
OVER
DEAN CREEK
5.7 MILES EAST OF REEDSPORT
UMPQUA HIGHWAY
DOUGLAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
NOV. 1979 SHEET 1 OF 3


PACIFIC OCEAN
UMPQUA RIVER
GARDINER
East Gardiner
REEDSPORT
WINCHESTER BAY
Bridge Site
UMPQUA
RIVER
SMITH
CLEAR
UMPQUA LIGHTHOUSE STATE PARK
WM M TUGMAN STATE PARK
EEL LAKE
DOUGLAS COUNTY
COOS COUNTY
ELLIOTT STATE FOREST
NATIONAL
S.N.F
T21S
T22S
R13W
R12W
R11W
Twin Sisters
Dean Mtn
Deer Head Pt
Koepke Sl
Hinsdale Sl
Scholfield
Henderson Cove
Hunt Cove
Army Hill
Brushy Hill
Dunes
Sand

PROPOSED BRIDGE
OVER
DEAN CREEK
5.7 MILES EAST OF REEDSPORT
UMPQUA HIGHWAY
DOUGLAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
NOV. 1979 SHEET 2 OF 3

APPROVED
MAY 28 1980
P(58-80)
U.S.
COAST GUARD


UMPQUA RIVER
59' ±
Span 1
Span 2
55' ±
Span 3
Existing ₵ Survey 307+69.32 P.T.
(N.8154.572, E.5097.591)
40' ± Rdwy.
₵ Rdwy.
2.9
2.3
4.7
3.0
4.3
4.1
3.1
3.9
4.3
DEAN CREEK
Existing bridge to be removed.
Class 700 Riprap (Typ.)
S.24°50'28"W.
404.762' to SW cor. SE¼, Sec. 34
T.21S, R.11W, W.M.
PLAN
700 c. yds. Embankment
20
10
0
-10
Mean H.W. El. 4.7
3000 c. yds Embankment.
13.4' min. cl.
7.5' min cl.
50'-0" min. Horiz. cl
Mean L.L.W. El -1.2
ELEVATION
Mean H.W El. 4.7
11.9' Vert. cl
6.1'
40' min Horiz cl
Mean L.L.W. El. -1.2
ELEVATION EXISTING BRIDGE
0
30
60
120
Scale in feet

Soundings by Oregon State Highway Division, 10-18-79 are depths below ave. low water elevation.
Datum is U.S.C & G.S. (1945 Adj.)

APPROVED
MAY 2 8 1980
P(58-80)
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
DEAN CREEK
5.7 MILES EAST OF REEDSPORT
UMPQUA HIGHWAY
DOUGLAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
JAN. 1980 SHEET 3 OF 3

934/

2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . N.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Dean Creek Bridge DOUGLAS

DATE: 5/13/80

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAY 14 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
REG.(3)ENGR: A. Shirley
DIST.(6)ENGR: J.C. McCormick

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8004 2 600

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovornmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 8004 2 600 Due Date: MAY 09 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(x) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By

ENVIRONMENTAL MANAGEMENT SECTION 4/16/80

PNRS 8004 - 2 - 600

The Oregon Department of fish and Wildlife has no objection to the Dean Creek Bridge Replacement Project in Douglas County provided the following conditions are observed during the project:

1) Adequate measures are taken to minimize turbidities which could arise during construction.

2) No pollutants of any type are allowed to enter the waterway (e.g. petroleum products, fresh concrete, creosote, etc).

3) Soils disturbed by the project are stabilized and revegetated.

4) All project debris is removed from the stream.

5) Any potential environmental problems are discussed with Dave Anderson, district fish biologist.

Mr. Anderson can be contacted at 3140 N.E. Stephens Street, Roseburg, Oregon 97470, telephone number 440-3353.

We appreciate the opportunity to review and comment on this proposal.

cc: Clyde Smith/Dave Anderson
bc: Jim Newton
Forsberg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
APR 15 1980
DIVISION OF STATE LANDS

P N R S STATE REVIEW

Project #: 8004 2 600 Due Date: MAY 09 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

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PROGRAM REVIEW AND COMMENT

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( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Permit in Process of review.

Agency Lands By

April 14, 1980

ACC 2-5

The Honorable Robert B. Duncan
Member of Congress
2447 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Duncan:

In our April 10 conversation, I promised to send you some specific information as to the impact of the obligation ceiling imposed by the Federal Highway Administration on our highway program.

We have been given a limit of $25.102 million against which to obligate work between now and October 1, 1980. As a result, we have had to review our proposed contracting and remove approximately $25 million of work from our schedule.

In some respect, we are fortunate in that we have approximately $15 million worth of work previously obligated that is no longer appropriate to proceed with during this time period, so we can "de-obligate" the $15 million worth and apply it to projects that are on our schedule. Had this not been the case, we would have had to defer an additional $15 million worth of projects.

The following is a listing of the larger more significant projects deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$ 4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop Co., Overlay-Widen-Sign	$ 3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$ 2,006,000
S. Banfield Interchange E. Portland Fwy. - I-205, Multnomah Co., SW & NW Streets	$ 4,090,000

S. Banfield Interchange (Phase 2) E. Portland Fwy. - I-205, Multnomah Co., G-P-Sign	$ 7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas Co.	$ 530,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$ 1,000,000
Total	$23,135,000

The above all represent needed and important improvements to the system and jobs for which we have sufficient Federal funds apportioned. The largest consequence of this impoundment is a delay in opening I-205 from a scheduled December 1982 to about August 1983.

Sincerely,

F. B. Klaboe
Director

cc: The Honorable Victor Atiyeh
Oregon Transportation Commission

bc Ron Linton
bc: H. S. Coulter

LWR:pf jv

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

April 11, 1980

In Reply Refer to
File No.: ACC 9-5

Mr. Noel Klein, Sr. Staff Associate
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97301

Mr. William Penhollow, Exec. Assistant
Association of Oregon Counties
P.O. Box 2051
Salem, Oregon 97308

SUBJECT: Impact of Federal Spending Cuts in the Highway Program

Gentlemen:

You have all heard or read about various actions undertaken by the Federal Government apparently intended to balance the Federal Budget and/or reduce the outflow of dollars to fight inflation.

So far we have determined the impact on the Oregon highway program will be a reduction in projects proposed to contract between now and October 1 of approximately $25 million.

The following are the larger, more significant projects, we have deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop County, Overlay-Widen-Sign	$3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$2,006,000
S. Banfield Interchange E. Portland Freeway, Multnomah Co.,SW & NW Sts.	$4,090,000
S. Banfield Interchange (Phase 2) E. Portland Freeway, Multnomah Co., G-P-Sign	$7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas County	$ 580,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$1,066,000

Barring any further Federal restrictions or fund shortage, we anticipate that we will be able to contract as previously scheduled our remaining work and the local projects such as Federal Aid Urban Projects and the County Federal Aid Secondary Projects.

We have been advised to expect Federal restrictions on the amount of work that we can contract during the next Federal Fiscal Year (October 1, 1980 - September 30, 1981). However, we do not know at this time the extent of these restrictions or their impact on our planned program.

We will keep you advised of any significant further changes as they occur.

Sincerely,

L. W. Rulien
Executive Assistant to
State Highway Engineer

LWR:pf

cc: AGC, Portland
American Public Works Association
All Cities
All Counties
Branch and Section Heads
Region Engineers

121

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-5

April 4, 1980

TO Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council of Governments
Room 101, Courthouse
Roseburg, Oregon 97470

D E Swan

FROM D. E. Swan
Operation Programming Engineer

NOTED
H. S. COULTER

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 6
Section: Dean Creek Bridge
Highway: Umpqua Highway OR. RT. 38
County: Douglas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be May 2, 1980.

BLG:dmc
Attachments

cc:	G. L. Green, FHWA	W. J. Hart
	H. S. Coulter	Reg. 3 Engr: A. Shirley
	F. E. Terpin	Dis. 6 Engr: J. C. McCormick
	J. B. Boyd (2)	Aeronautics Division
	J. H. Versteeg (3)	David Powers, Parks
	Gary Potter	B. L. Gifford

RECEIVED
STATE HWY ENGR
APR 11 '80
REFER TO
FOR

Info	Invest	R/E	D/R	Sign	Act	File

Form 734-2122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Dean Creek Bridge

11 12] PROJECT LOCATION—CITY: Umpqua Highway
OR. RT. 38 — PROJECT LOCATION—COUNTY: Douglas — PROJECT LOCATION [79: SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Purpose of Project: Replace existing structure.

06 12] General Description of Project: Project is 5.76 miles Easterly of Reedsport, [71

07 12] Oregon, on the Umpqua Highway. The existing structure carries traffic across [71

08 12] Dean Creek paralleling the Umpqua River. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
522,000	---	58,000	---	---	580,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 4-4-80

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: May — 43] DAY [44: 2 — 45] YEAR [46: 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4-4-80

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

F-20(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 26, 1978

Section Dean Creek Bridge

Unit (if appl)

County Douglas

City Easterly of Reedsport

Highway Umpqua

State Hwy. No. 38

Termini: M.P.(if appl) 5.76

Length

Region III

Construction Estimate $350,000.00 Program Amount

B. Purpose of Project: Replace existing structure.

C. Origin & History of Project: The existing structure was constructed in 1933. It consisted of seven pile trestles and a center span designed to lift for navigation purposes. On April 25, 1963, the "U.S. Army Engineer District, Corps of Engineers" permitted that Dean Creek Bridge need not be opened for the passage of vessels. Deterioration has progressed to the point that maintenance to restore the bridge to its original load capacity is not economically feasible. The state bridge inspection program rating defines the structural condition as "Intolerable requiring high priority of replacement...."

D. General Description of Project: Project is 5.76 miles Easterly of Reedsport, Oregon, on the Umpqua Highway. The existing structure carries traffic across Dean Creek paralleling the Umpqua River.

Alignment: New ______ Existing ______ Combined XXX

Typical Section: Existing: No. Lanes 2@10 Ft. Med. 0 ; Shldrs. 4 ; Parking None

Proposed: No. Lanes 2@12 ; Med. 0 ; Shldrs. 4 ; Parking None

Traffic: Existing Facility: Existing ADT 2,700 ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ~~No~~; if yes, give approx. No. Parcels [illegible]
Yes, No

Acres_______; Type of Relocation Req. NONE; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: Borrow sources still have to be determined. Commercial sources nearby will furnish concrete materials, paving aggregates, and rip rap. Some 100 C.Y. borrow will be required for end span fill material.

Type of Structure(s): Existing structure to be replaced with prestressed concrete slabs consisting of three spans. Existing span of river will be decreased 10 to 20 feet.

Brief Description of River or Stream and Type of Involvement, if any: The Lower Umpqua River is adjacent to the project site. No direct involvement will be necessary. Dean Creek: Existing crossing will be utilized with additional widening to the south. The new structure will be designed for and provide less channel restrictions than present structure.

Local City, County or COG priorities of project: Unrated.

FHWA and/or OSHD approvals given, if any: G.L. Green, Division Administrator approved 8-16-78.

Location or Design Alternatives (identify and describe): Final location of structure will be nearly the same as the existing.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project location is at the mouth of Dean Creek on the Lower Umpqua River. The section lies on a narrow terrace between the high, massive sandstone canyon walls and the river proper.

   Westerly, significant vegetation is sparse along the alluvial terrace, having been cleared for grazing. Only meandering threads of riparian and marsh associations along the sloughs interrupt the low, grassy flats. Blackberries cover much of the levee/roadway fill margin. Easterly of Dean Creek, the canyon walls are densely vegetated, and the strand between the river estuary and the roadway supports pockets of trees; chiefly Sitka Spruce and including Douglas Fir, Cedar, Alder and Willow. The banks of Dean Creek are lined with Blackberries and Willow.

   Among the species of wildlife found near the project, vicinity are: Mammals ranging from Roosevelt Elk, Black Bear, and Black-tailed Deer through chipmunks, mice and shrews; reptiles; amphibians; fish, including Sturgeon, striped Bass, Shad, Herring, fall and spring Chinook, Coho, Steelhead and searun Cutthroat; birds, including Cormorants, Loons, Grebes, Mergansers, Coots, Gulls, Egrets, Herons, Kingfishers, Ospreys, Dippers, Ducks and Geese.

2. Cultural: The area is sparsely developed. However, near the bridge site are two families, one each side of Dean Creek abutting the project. The mix of mature conifers and hardwoods in close proximity with lichencovered massive sandstone bluffs and outcrops and the nearby Umpqua River offers a pleasing scene which changes seasonally. Lack of polluting industries - with the exception of heavy truck traffic, gravel dredging, and some clear cutting within the corridor - give the area excellent air, noise and water quality. Utilities are limited to overhead power lines and telephone cable.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: ~~No additional~~. right-of-way will be needed.

EASEMENT

2. Estimated Impact on Traffic Patterns: Mobility and congestion will be improved with a wider structure. During construction, slight interruptions are to be expected; a temporary structure to handle traffic will not be required.

Consequences--Air Quality, Noise, Safety, etc.: Safety to the travelling public will be enhanced by the construction of a wider structure.

3. Estimated Impact on Land Use: None

Consequences:

4. Expected Impact on Natural Ecological Resources: No long-range impact will be incurred. There will be temporary disturbance of the stream bed during construction of the sub-structure.

Consequences: Marine life will be temporarily interrupted, however, this can be avoided by construction during times other than when fish are migrating.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be necessary.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None

7. Potential for Controversial Issues: None

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans
      No conflicts.

   b. Noise Standards
      Will be increased only during bridge construction activities.
      A noise study report will be required.

   c. Water Quality Standards
      Will be controlled during construction. It will not be necessary to work in the creek.

   d. Area Land Use and Transportation Plans, and Zoning
      No conflicts.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------   ----NON-MAJOR ACTION--X--

SIGNIFICANT: NON-SIGNIFICANT:

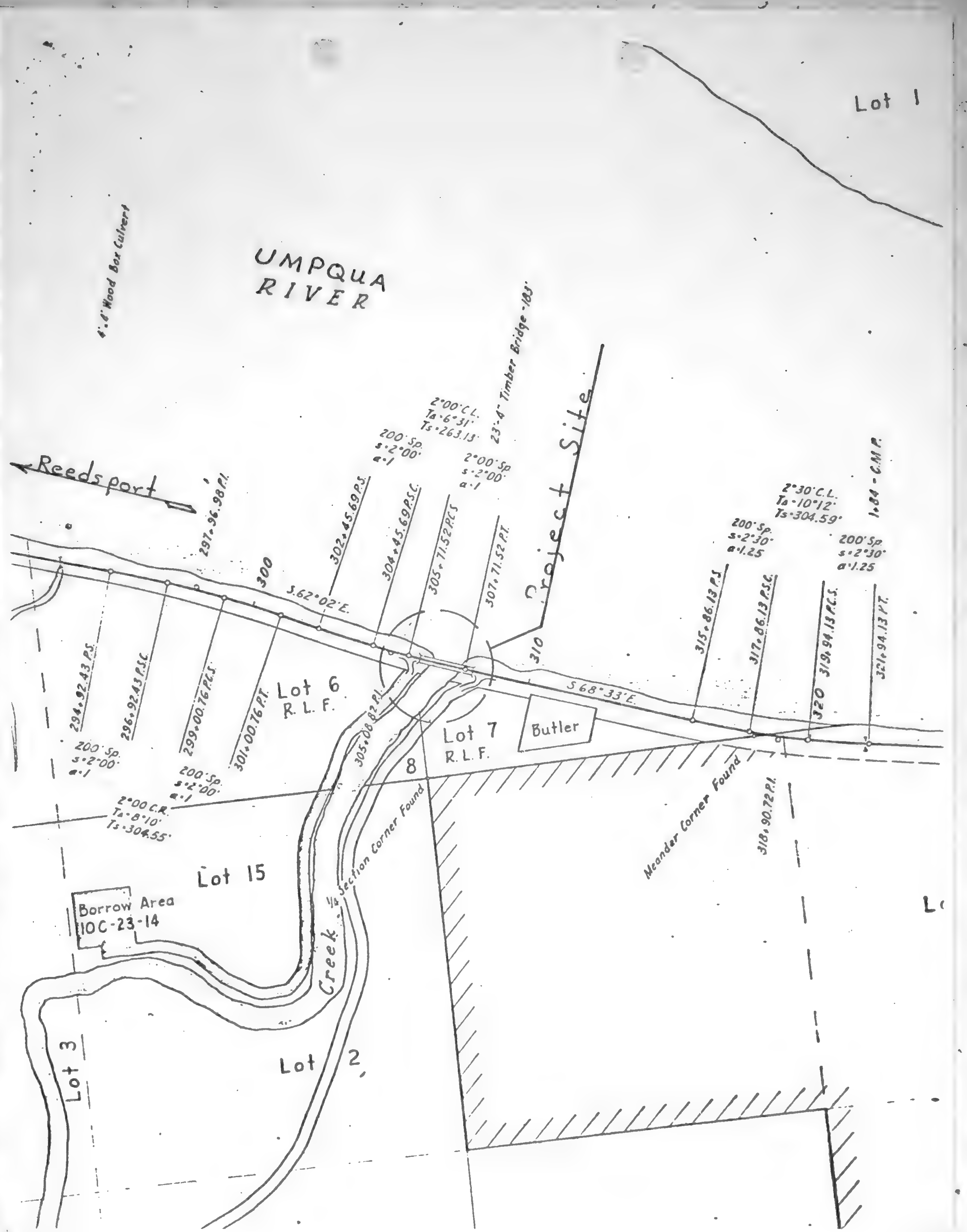
____ D & FEIS   ____ D & F Neg.Dec.   _X_ ASSESSMENT ONLY

____ Section 4(f)   ____ Section 4(f)   ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

According to FHPM 7-7-2, para. 10e, projects of this type are non-major action.

D. Recommended Project Category: ____ 1   ____ 2   _x_ 3   ____ 4


Lot 1
4'x4' Wood Box Culvert
UMPQUA RIVER
23'-4" Timber Bridge -185'
2°00' C.L.
Ta = 6°31'
Ts = 263.13'
200' Sp.
s = 2°00'
a = 1
2°00' Sp.
s = 2°00'
a = 1
Project Site
1+84 - C.M.P.
2°30' C.L.
Ta = 10°12'
Ts = 304.59'
200' Sp.
s = 2°30'
a = 1.25
200' Sp.
s = 2°30'
a = 1.25
Reedsport
297+96.98 P.I.
300
S.62°02'E.
302+45.69 P.S.
304+45.69 P.S.C.
305+71.52 P.C.S.
307+71.52 P.T.
310
S 68°33'E.
315+86.13 P.S.
317+86.13 P.S.C.
319+94.13 P.C.S.
320
321+94.13 P.T.
294+92.43 P.S.
296+92.43 P.S.C.
299+00.76 P.C.S.
301+00.76 P.T.
Lot 6
R.L.F.
305+08.82 P.I.
Lot 7
R.L.F.
Butler
8
200' Sp.
s = 2°00'
a = 1
200' Sp.
s = 2°00'
a = 1
2°00' C.R.
Ta = 8°10'
Ts = 304.55'
1/4 Section Corner Found
Meander Corner Found
318+90.72 P.I.
Lot 15
Borrow Area
10C-23-14
Creek
Lot 2
Lot 3
L

9211

4

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-11-80

FEDERAL AID PROJECT NO. [illegible]-20(3)

STATE PROJECT NO. see below

PROGRAM NO.

COUNTY NAME Douglas

ITEM NO. 80340

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 20 '80
REFER TO
[illegible]
FOR

Info	[illegible]	[illegible]	D/R	Sign	Act	File

2-20

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	2/11/80	Primary 20
		STATE ROUTE NUMBER
		Primary 45

GENERAL LOCATION:

Dean Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12/20/79 I approve the revised Preliminary Engineering costs to a TEC of $55,600 with Federal participation limited to $47,495.

(Increase TEC $20,600 - Federal funds $17,665)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/11/80	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 -631-555

9214

PRO 6-2

HIGHWAY DIVISION

Frank Lowe, Federal Aid Coordinator
Right-of-Way

February 5, 1980

D. H. Moehring
Asst. State Highway Engineer

Dean Creek Bridge Section
Umpqua Highway
Douglas County

State funds in the amount of $3,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-7-2.

This is a Fiscal Year 1980 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 010-2039 should be used for this expense.

RU:fkc

cc: Benny Vaughn
    Cliff Laux

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

Highway
DEPT.

378-6266
TELEPHONE

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: February 1, 1980

FROM: F. C. Lowe FC Lowe
Condemnation/Federal Aid Coordinator

SUBJECT: Dean Creek Bridge Section
Umpqua Highway 45
Douglas County
Project #F-20(3)

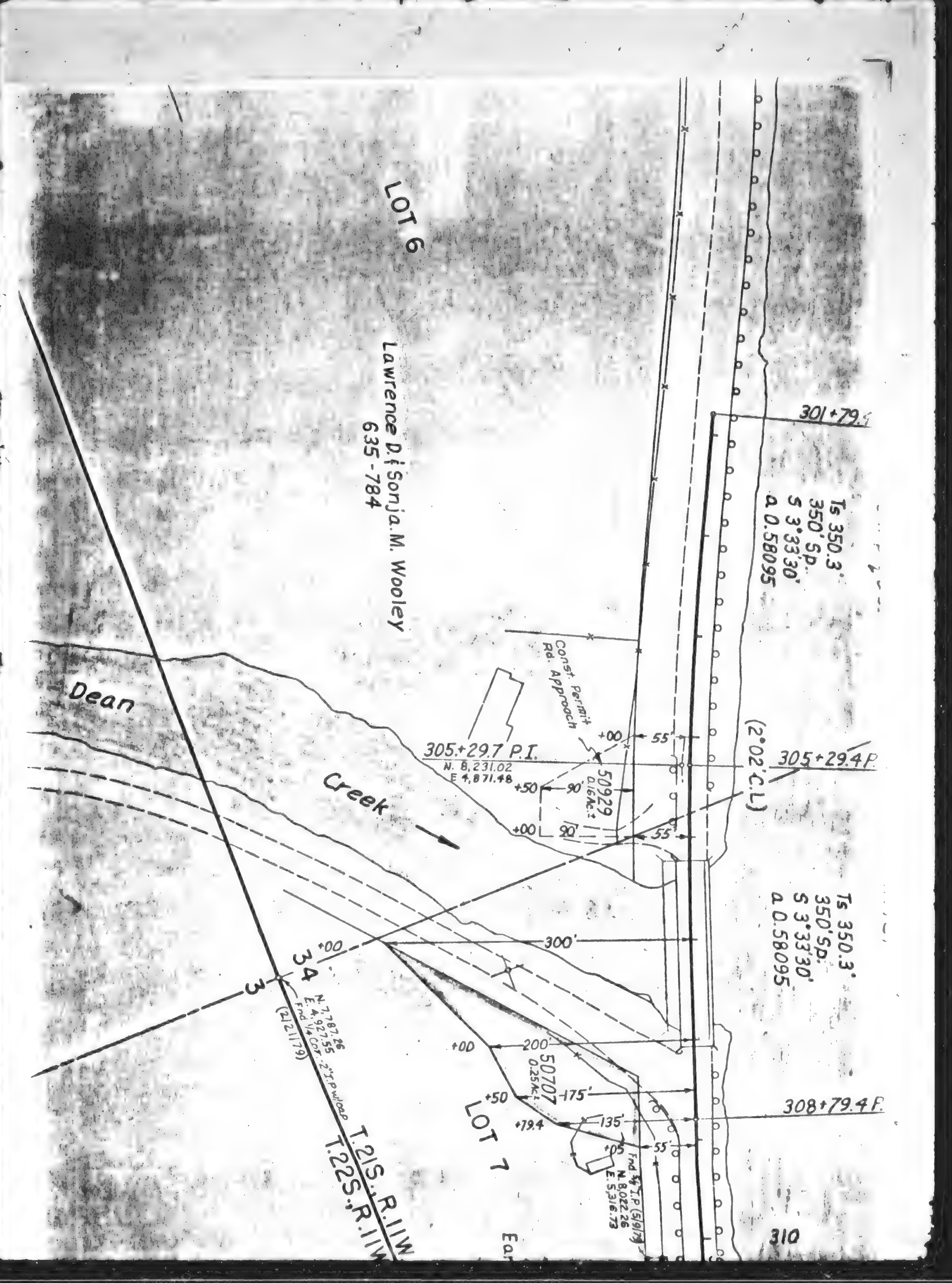
We have received one file on the above HBR Project that is scheduled for a May 29, 1980 Letting. The acquisition of this right-of-way is estimated at $3,000 and does not require a relocation or moving allowance.

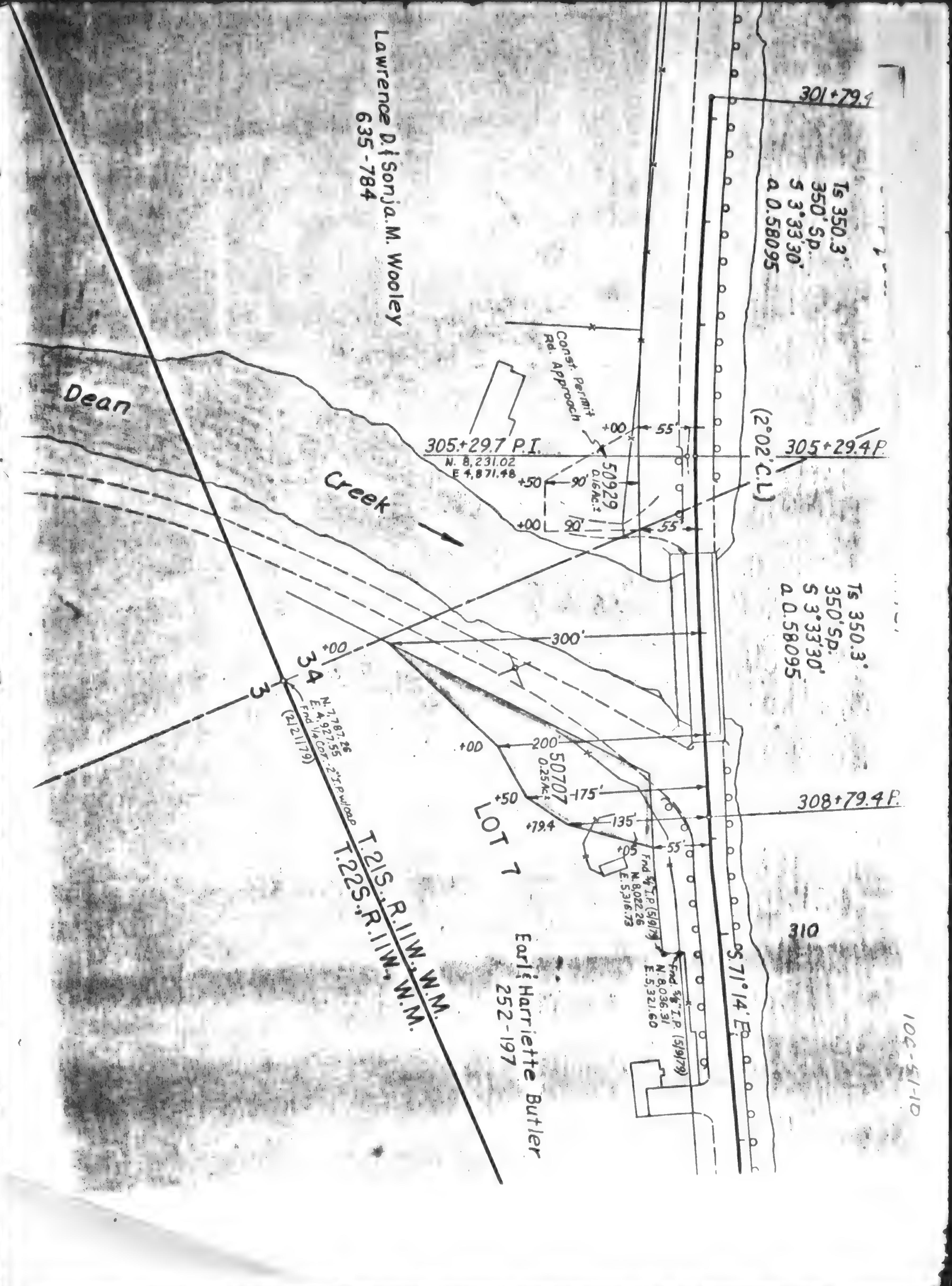
Please program the acquisition of the necessary right-of-way with the Federal Highway Administration. The file required for this project is 50929 as shown on map 10C-51-10.

Use state funds

FCL:jk

[illegible] 10-2039


LOT 6
Lawrence D. & Sonja M. Wooley
635-784
301+79.5
Ts 350.3'
350' S.p.
S 3°33'30"
a. 0.58095
Const. Permit Rd. Approach
+00
55'
305+29.7 P.I.
N. 8,231.02
E 4,871.48
305+29.4 P.
(2°02' C.L.)
50929
0.16 Ac.±
+50
90'
+00
20'
55'
Dean
Creek
Ts 350.3'
350' S.p.
S 3°33'30"
a. 0.58095
300'
+00
34
3
N. 7,787.26
E. 4,927.55
Fnd 1/4 Cor. 2" I.P. w/cap
(2/21/79)
+00
200'
50707
0.25 Ac.±
+50
175'
+79.4
135'
+05
55'
308+79.4 P.
LOT 7
Fnd 3/4" I.P. (5/9/79)
N. 8,022.26
E. 5,316.73
T.21S., R.11W.
T.22S., R.11W.
310
Ea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(2/21/79)
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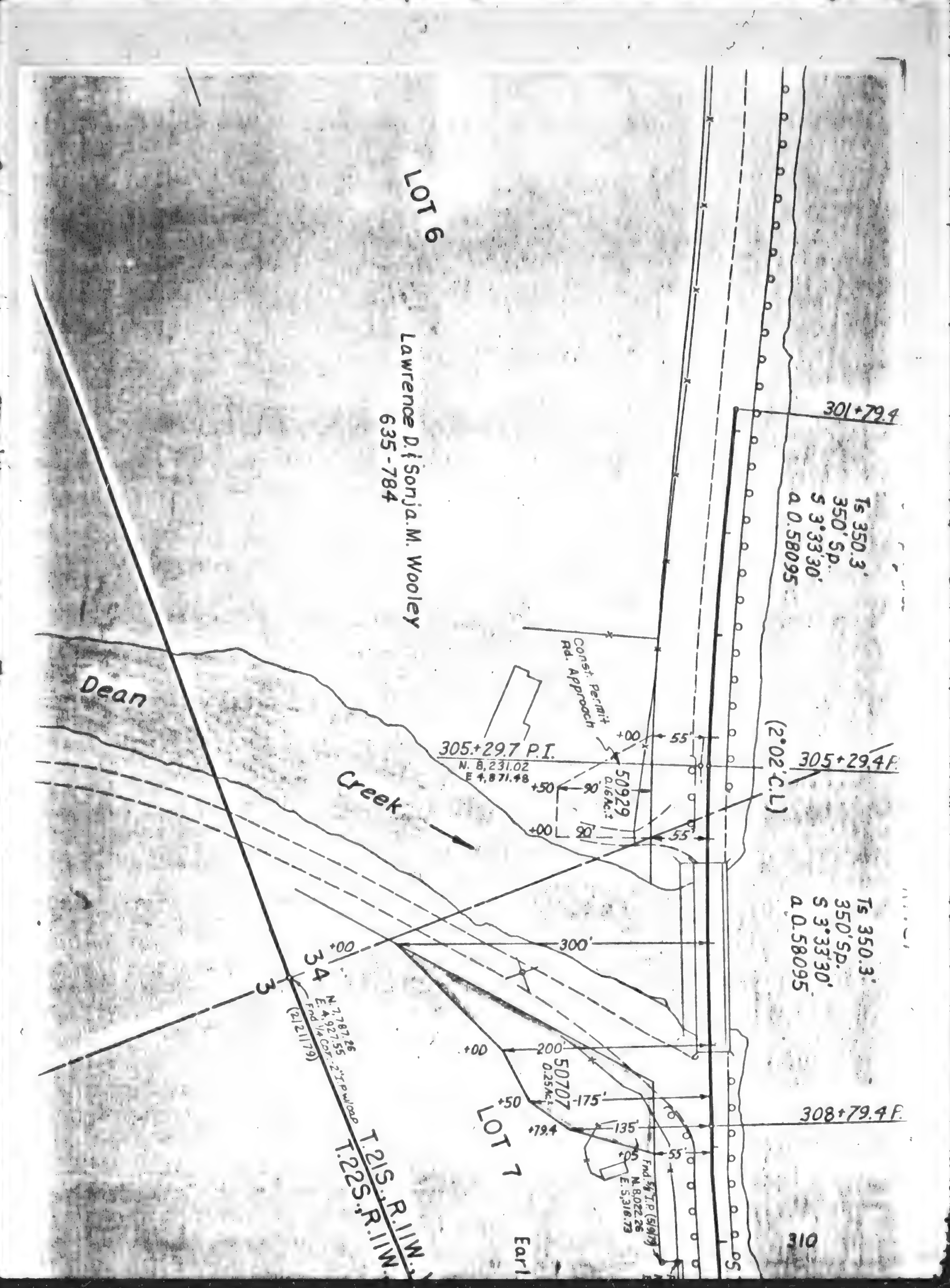
+50
175'
LOT 7
308+79.4 P.
+79.4
135'
+05
55'
Fnd 5/8" I.P. (5/9/79)
N. 8,022.26
E. 5,316.73
Fnd. 5/8" I.P. (5/9/79)
N. 8,036.31
E. 5,321.60
S 71°14' E
310
Earl & Harriette Butler
252-197
T.21S., R.11W., W.M.
T.22S., R.11W., W.M.
10C-51-10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350' S.p.
S 3°33'30"
a 0.58095
Const. Permit Rd. Approach
305+29.7 P.I.
N. 8,231.02
E 4,871.48
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(2°02' C.L.)
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Fnd 1/4 Cor. 2" I.P. w/cap
(2/21/79)
+00
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0.25Ac.±
+50
175'
+79.4
135'
+05
55'
Fnd 3/4 I.P. (5/9/79)
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LOT 7
T.21S., R.11W.
T.22S., R.11W.
Earl
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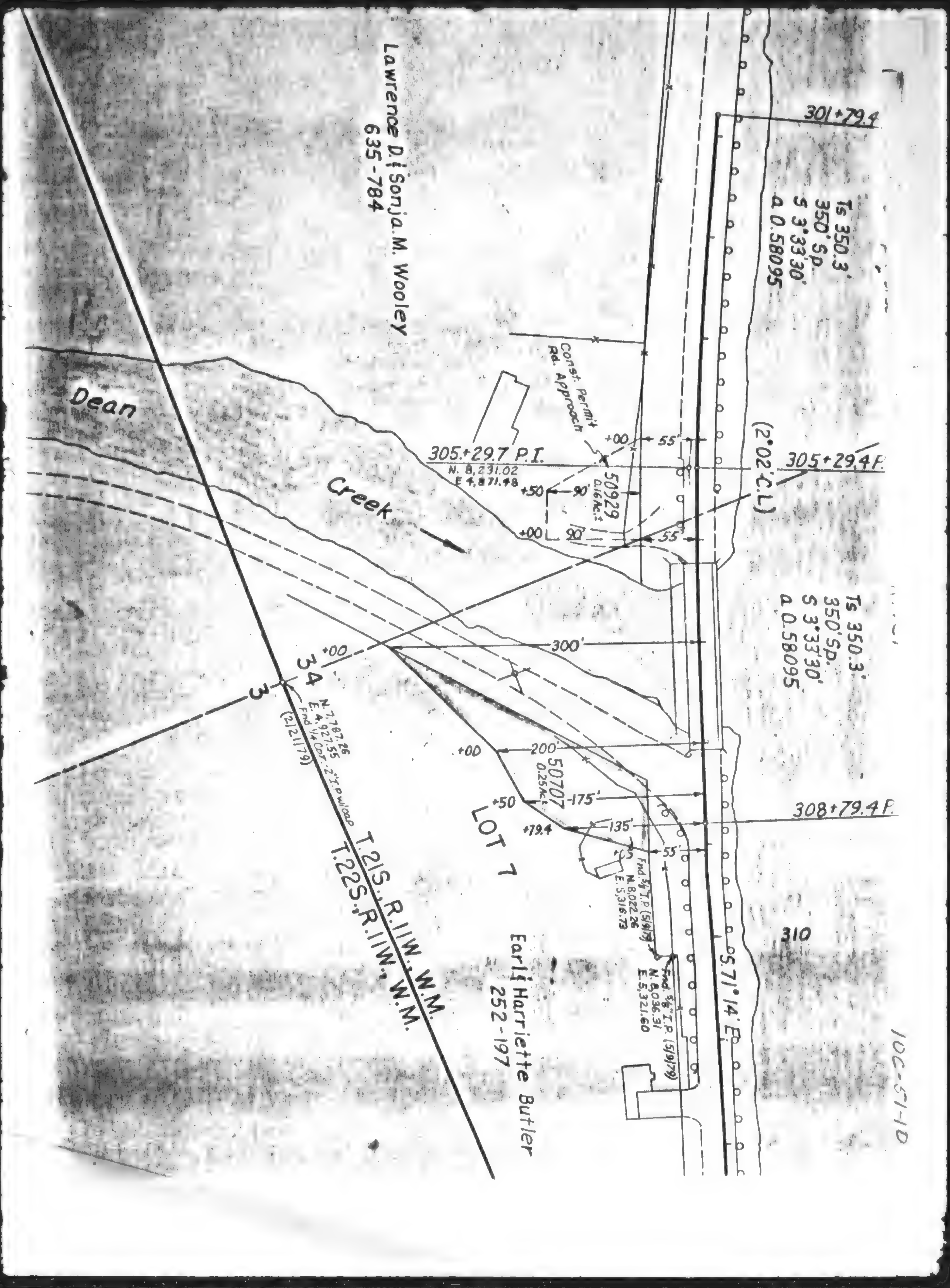
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(2/21/79)
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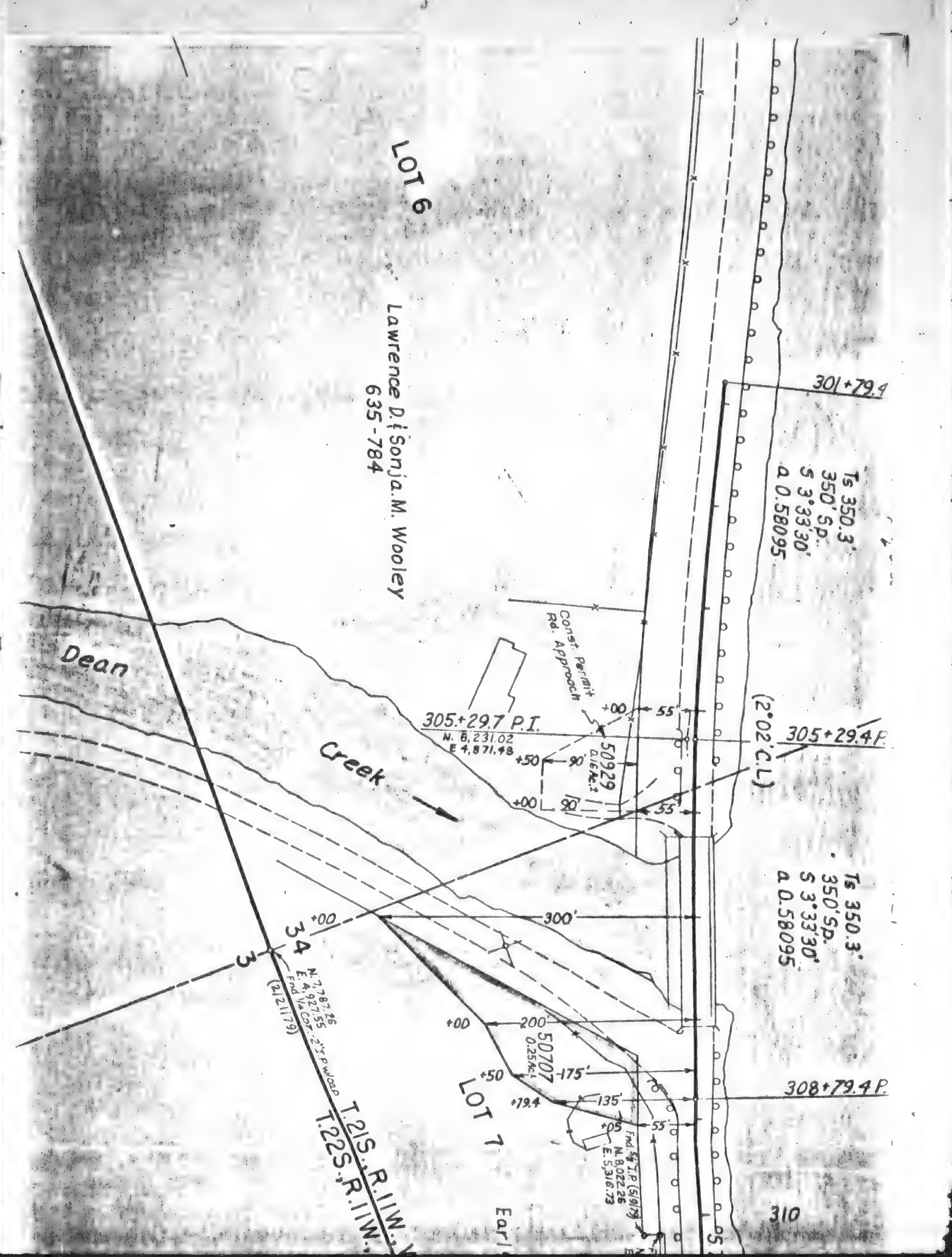
200'
50707
0.25 Ac.±
+50
175'
308+79.4 P.
LOT 7
+79.4
135'
55'
Fnd. 5/8" I.P. (5/9/79)
N. 8,022.26
E. 5,316.73
T.21S., R.11W., W.M.
T.22S., R.11W., W.M.
Earl & Harriette Butler
252-197
310
S 71°14' E.
Fnd. 5/8" I.P. (5/9/79)
N. 8,036.31
E. 5,321.60
10C-51-10


LOT 6
Lawrence D. & Sonja M. Wooley
635-784
Dean
Creek
Const. Permit
Rd. Approach
305+29.7 P.I.
N. 8,231.02
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+00
90'
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135'
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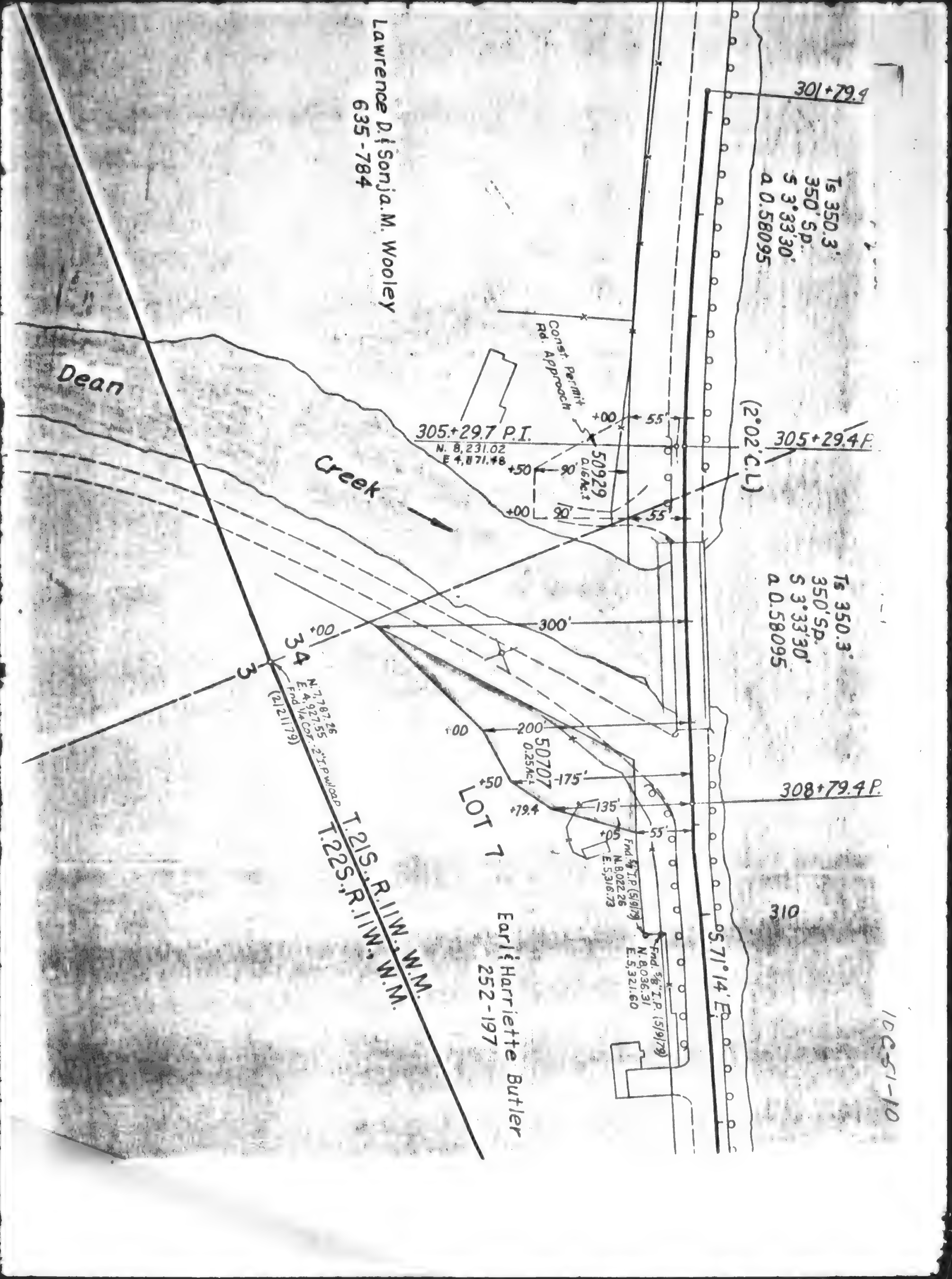
T.21S., R.11W.
T.22S., R.11W.
Earl
310


Lawrence D. & Sonja M. Wooley
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E. 5,321.60
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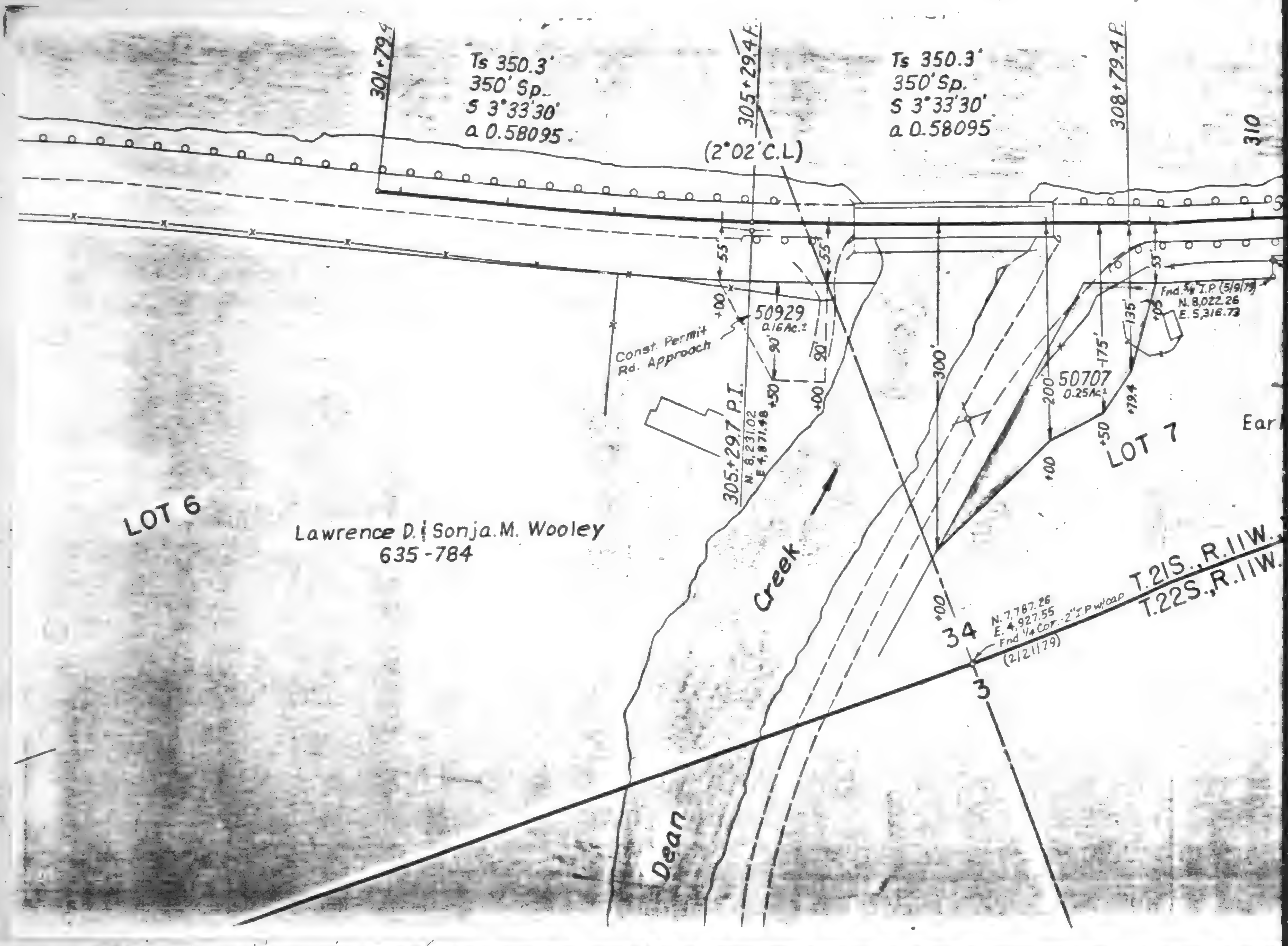
S.71°14' E.
T.21S., R.11W., W.M.
T.22S., R.11W., W.M.
Earl & Harriette Butler
252-197
10C-51-10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Rd. Approach
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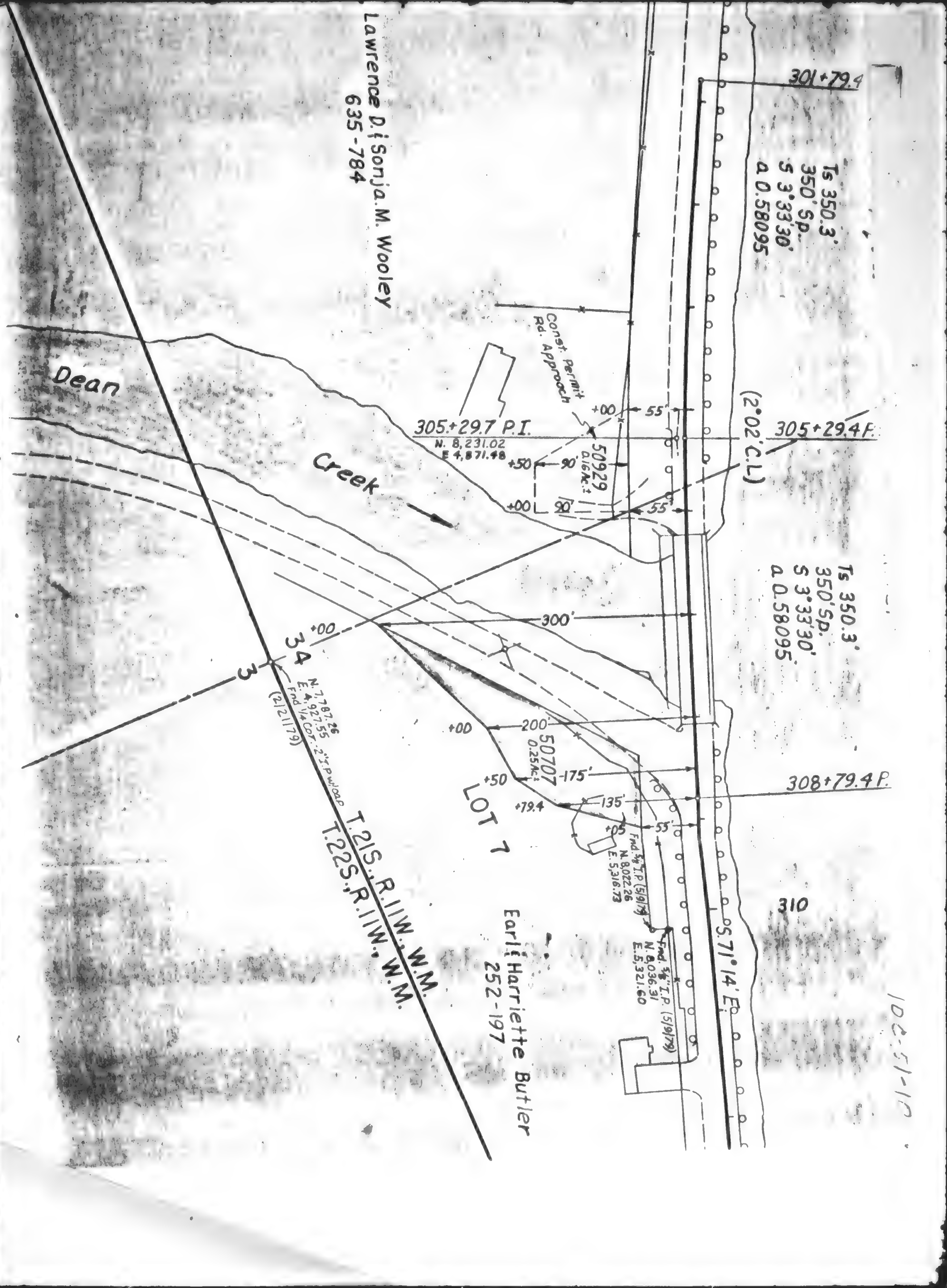
E. 4,927.55
Fnd 1/4 Cor. - 2" I.P. w/cap
(2/21/79)
T.21S., R.11W.
T.22S., R.11W.


Lawrence D. & Sonja M. Wooley
635-784
301+79.4
Ts 350.3'
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Dean
Creek
Const. Permit Rd. Approach
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Fnd. 5/8" I.P. (5/9/79)
N. 8,022.26
E. 5,316.73
Fnd. 5/8" I.P. (5/9/79)
N. 8,036.31
E. 5,321.60
S 71°14' E
310
T.21S., R.11W., W.M.
T.22S., R.11W., W.M.
Earl & Harriette Butler
252-197

10C-51-10

9214

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

January 31, 1980

NOTED
E. S. HUNTER

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

Dear Mr. Newgard:

Enclosed is an application for a Section 404 permit for the construction of a bridge over Dean Creek on the Umpqua Highway in Douglas County. The existing bridge is to be removed and the new bridge constructed at the same location. Attached to the application are drawings for the bridge showing the plan and elevation.

On November 30, 1978, a notice was circulated placing the Dean Creek bridge replacement under the Oregon State Highway Division section 404 general permit. Since that notice, the U.S. Coast Guard has made the determination that Dean Creek is a navigable stream at the location of the proposed bridge; therefore, the enclosed application is being submitted.

We would appreciate your earliest consideration of this application as the project is on our May 1980 letting schedule.

If you need further information, please contact Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, Oregon 97310, telephone 378-6265.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

RECEIVED
TECHNICAL SERVICES
FEB 1 '80
REFER TO
FOR
Info Invest R/D D/R Slem Act File

Encl.

cc: E. S. Hunter w/att.
W. J. Hart "
Donald Trout "
D. E. Keyes "

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

For use of this form, see EP 1145-2-1

The Department of the Army permit program is authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of P. L. 92-500 and Section 103 of P. L. 92-532. These laws require permits authorizing structures and work in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Information provided in ENG Form 4345 will be used in evaluating the application for a permit. Information in the application is made a matter of public record through issuance of a public notice. Disclosure of the information requested is voluntary; however, the data requested are necessary in order to communicate with the applicant and to evaluate the permit application. If necessary information is not provided, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

1. Application number (To be assigned by Corps)

2. Date
31 Jan 1980
Day Mo. Yr.

3. For Corps use only.

4. Name and address of applicant.
Frank E. Terpin, Location Engineer
Oregon State Highway Division
200 Transportation Building
Salem, OR 97310
Telephone no. during business hours
A/C (503) 378-6883
A/C ( )

5. Name, address and title of authorized agent.
Donald E. Keyes, Location Liaison Engr.
Oregon State Highway Division
200 Transportation Building
Salem, OR 97310
Telephone no. during business hours
A/C (503) 378-6265
A/C ( )

6. Describe in detail the proposed activity, its purpose and intended use (private, public, commercial or other) including description of the type of structures, if any to be erected on fills, or pile or float-supported platforms, the type, composition and quantity of materials to be discharged or dumped and means of conveyance, and the source of discharge or fill material. If additional space is needed, use Block 14.

Replace an existing bridge for use of the public. The existing bridge will be removed and the new structure built in the same location. Structure to be constructed on piling and concrete footings. Approximately 300 cubic yards of riprap will be used to protect the footing and the slopes under each end of the structure.

7. Names, addresses and telephone numbers of adjoining property owners, lessees, etc., whose property also adjoins the waterway.

Lawrence D. and Sonja M. Wooley
Route #4, Box 15
Reedsport, OR 97467

Earl and Harriette Butler
Route #4, Box 23A
Reedsport, OR 97467

8. Location where proposed activity exists or will occur.

Address:
Umpqua Highway
Street, road or other descriptive location
Approximately 5 miles east of Reedsport
In or near city or town

Douglas Oregon
County State Zip Code

Tax Assessors Description: (If known)

Map No.	Subdiv. No.	Lot No.
34	21 S.	11 W.
Sec.	Twp.	Rge.

9. Name of waterway at location of the activity.

Dean Creek

10. Date activity is proposed to commence. May 1980

Date activity is expected to be completed May 1981

11. Is any portion of the activity for which authorization is sought now complete? ☐ YES ☒ NO

If answer is "Yes" give reasons in the remark section. Month and year the activity was completed ______________________________. Indicate the existing work on the drawings.

12. List all approvals or certifications required by other federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
Division of State Lands	Removal-Fill		not applied for	
U.S. Coast Guard	Navigational Clearance		12-12-79	

13. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein?

☐ Yes ☒ No (If "Yes" explain in remarks)

14. Remarks (Checklist, Appendix H for additional information required for certain activities).

Equipment used will be a dragline, pile driver, bulldozer, dump trucks and other miscellaneous equipment.

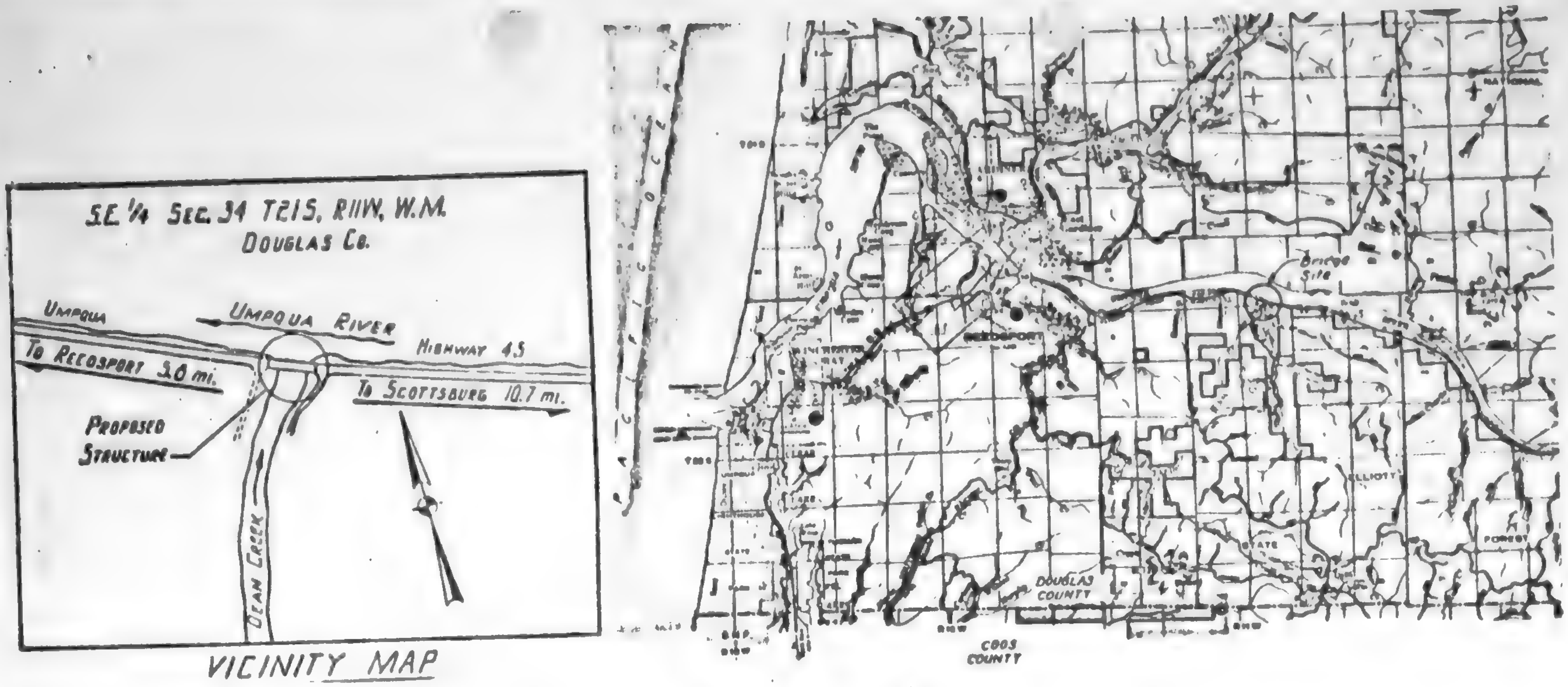
15. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Frank E. Perpin

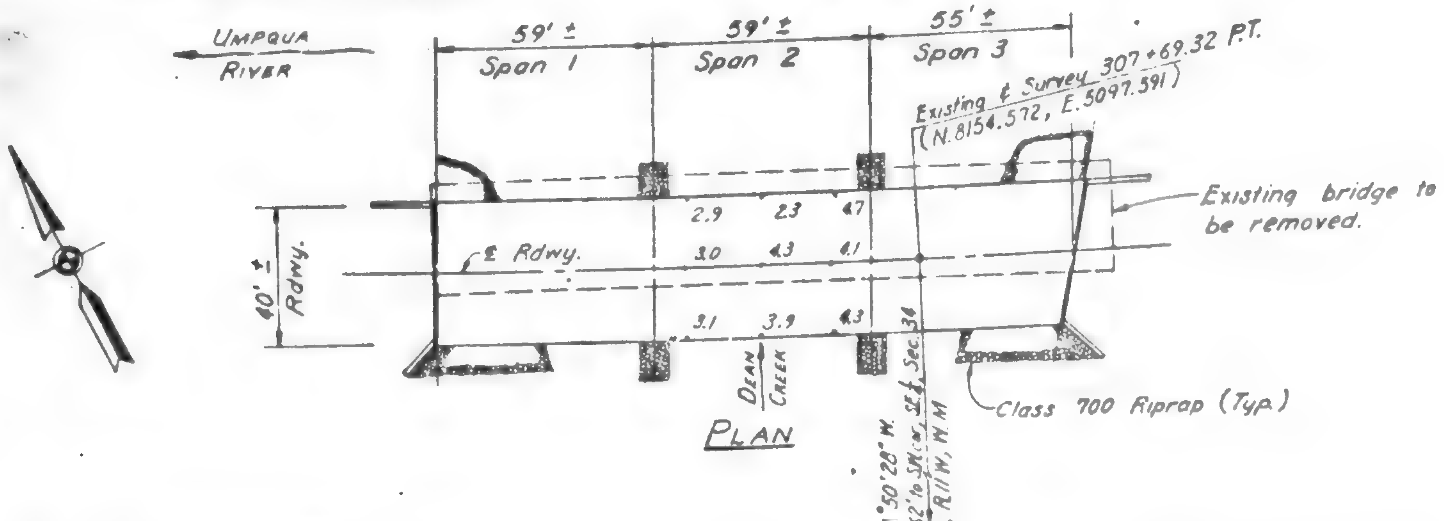
Signature of Applicant or Authorized Agent

The application must be signed by the applicant; however, it may be signed by a duly authorized agent (named in Item 5) if this form is accompanied by a statement by the applicant designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

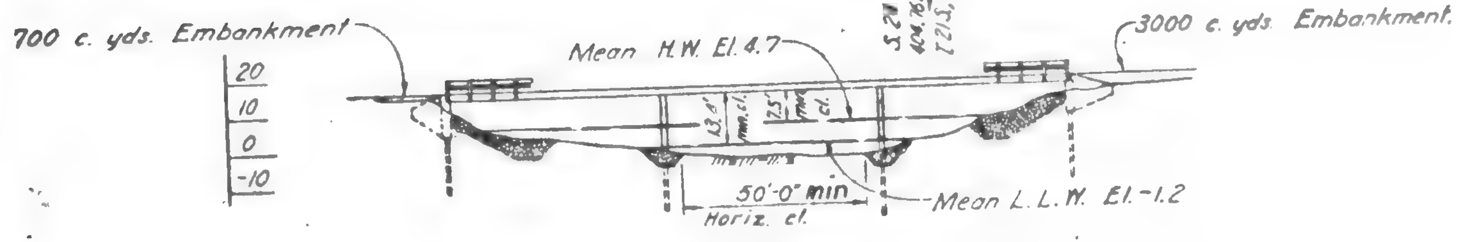
18 U. S. C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of The United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both. Do not send a permit processing fee with this application. The appropriate fee will be assessed when a permit is issued.


S.E. 1/4 Sec. 34 T21S, R11W, W.M.
Douglas Co.
Umpqua
Umpqua River
Highway 45
To Reedsport 3.0 mi.
To Scottsburg 10.7 mi.
Proposed Structure
Dean Creek
Pacific Ocean
Bridge Site
Douglas County
Coos County
Elliott
State
Forest
National

VICINITY MAP

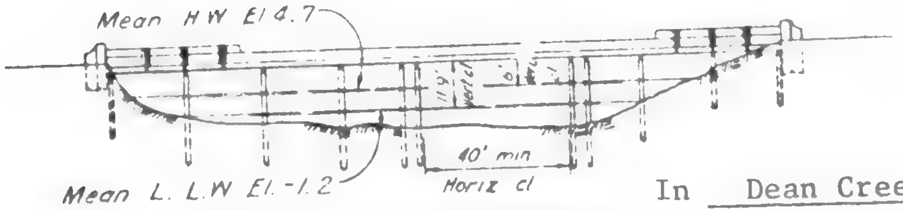

Umpqua River
59' ±
Span 1
59' ±
Span 2
55' ±
Span 3
Existing ℄ Survey 307+69.32 P.T.
(N.8154.572, E.5097.591)
Existing bridge to be removed.
℄ Rdwy.
40' ± Rdwy.
2.9
2.3
4.7
3.0
4.3
4.1
3.1
3.9
4.3
Dean Creek
S.24°50'28" W. 404.762' to S¼ cor. Sec. 34 T21S, R11W, W.M.
Class 700 Riprap (Typ.)

PLAN

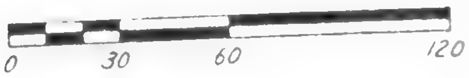

700 c. yds. Embankment
Mean H.W. El. 4.7
3000 c. yds. Embankment
20
10
0
-10
13.0' min. cl.
7.5' min cl.
50'-0" min
Horiz. cl.
Mean L.L.W. El. -1.2

ELEVATION

Soundings by Oregon State Highway Division, 10-18-79 are depths below ave. low water elevation.
Datum is U.S.C. & G.S. (1945 Adj.)


Mean H W El 4.7
11.5' vert cl
40' min
Horiz cl
Mean L. L.W El. -1.2

ELEVATION EXISTING BRIDGE



Scale in feet

In Dean Creek

At 5.7 miles east of Reedsport

County of Douglas, State Oregon

Application By Oregon State Hwy. Div.

Date 31 January 1980

9211

January 28, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Gentlemen:

Bridge Permit Application
Dean Creek Bridge Replacement
Umpqua Highway, Douglas County
River Mile 0.0, Bridge 1685A

Enclosed is one reproducible drawing and four prints of Sheet 3 of 3 of the permit drawings. This drawing has been revised in accordance with your January 3 letter, and replaces the previously submitted Sheet 3 of 3 dated November 1979.

Approximately 300 cubic yards of riprap will be used for reinforcement around the piers. It will not encroach upon clearances as it will be placed so that it does not extend above the existing streambed. A horizontal clearance of only 50' 0" was requested on the drawings to be sure that pier requirements would not encroach upon the navigation channel.

Our Environmental Section has determined that the project is consistent with the Oregon Coastal Management Program. A letter stating this and clarifying our position on the noise and cultural resources surveys is enclosed.

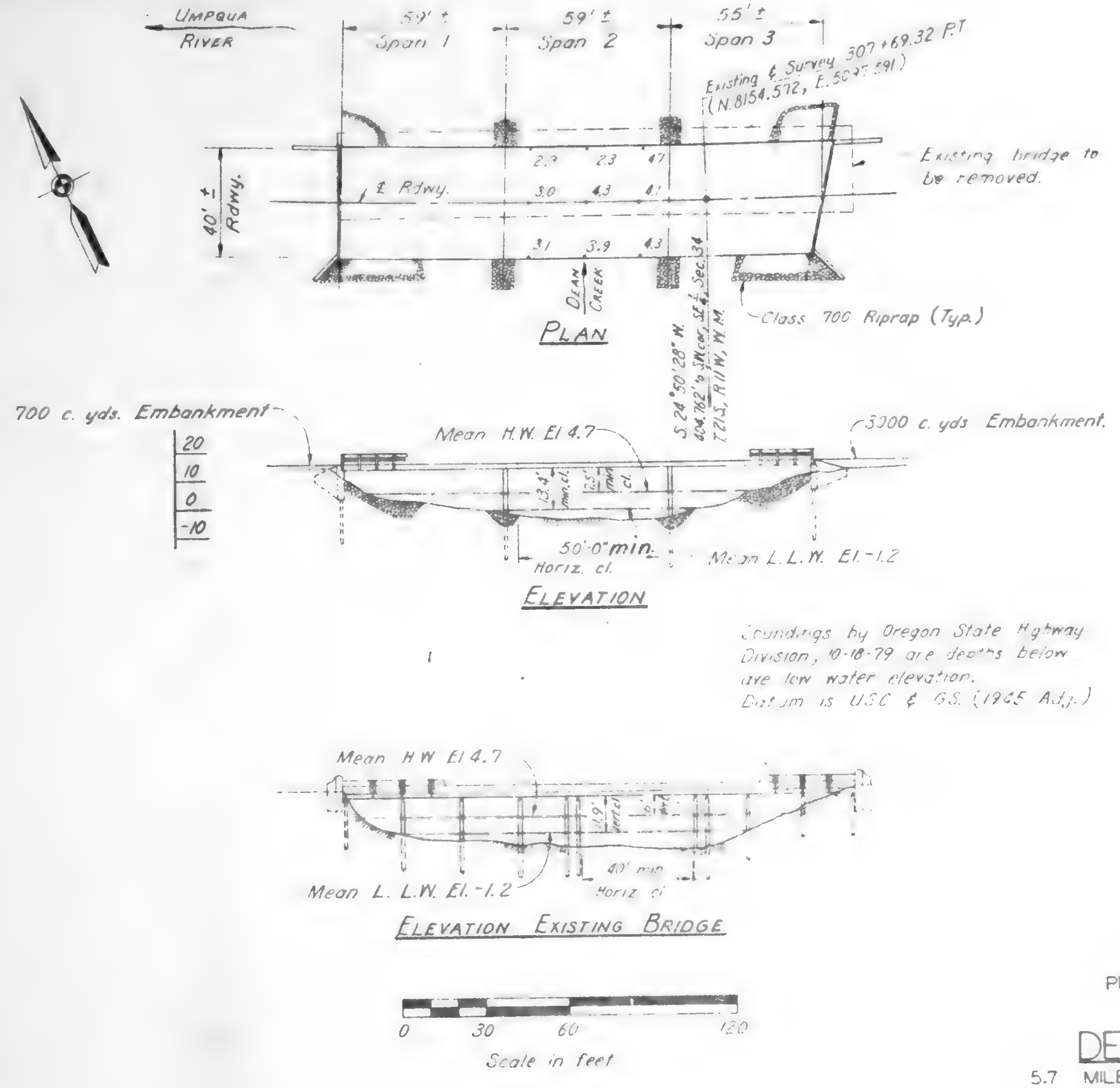
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
D. H. Moehring (enc.)
J. H. Versteeg "
Gary Potter "
Walt Hart "
Alfred Shirley "

PAA:dh ja


UMPQUA RIVER
59' ± Span 1
59' ± Span 2
55' ± Span 3
Existing ℄ Survey 307+69.32 P.T.
(N.8154.572, E.5027.591)
40' ± Rdwy.
℄ Rdwy.
2.9
2.3
4.1
3.0
4.3
4.1
3.1
3.9
4.3
DEAN CREEK
Existing bridge to be removed.
Class 700 Riprap (Typ.)
PLAN
S.24°50'28" W.
404.762' to SW cor. SE¼ Sec.34
T.21S, R.11W, W.M.
700 c. yds. Embankment
3000 c. yds. Embankment.
Mean H.W. El 4.7
20
10
0
-10
13.4' min. cl.
15.5' min. cl.
50'-0" min. Horiz. cl.
Mean L.L.W. El.-1.2
ELEVATION
Mean H.W. El 4.7
4.9' vert. cl.
9.7
40' min. Horiz. cl.
Mean L. L.W. El.-1.2
ELEVATION EXISTING BRIDGE
0
30
60
120
Scale in feet

Soundings by Oregon State Highway Division, 10-18-79 are depths below ave low water elevation.
Datum is U.S.C. & G.S. (1965 Adj.)

PROPOSED BRIDGE
OVER
DEAN CREEK
5.7 MILES EAST OF REEDSPORT
UMPQUA HIGHWAY
DOUGLAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
JAN. 1980
SHEET 3 OF 3

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

January 17, 1979

Salem, OR 97310

FROM: Gary A. Potter, Manager Gary
Environmental Section

SUBJECT: Dean Creek Bridge
Umpqua Highway
Douglas County

TO: Paul A. Anderson
Structures

The assessment states that a noise study report will be required and that a cultural resources survey may be required. The Coast Guard states that "the need for such studies should be clarified and the results, if available, should be provided for review."

The need for the studies are established by the Federal Highway Administration (FHWA). Specifically, the need for a noise study report is established by Federal-Aid Highway Program Manual Volume 7, Chapter 7, Section 3 (FHPM 7-7-3) dated May 14, 1976, titled "Procedures for Abatement of Highway Traffic Noise and Construction Noise." This document requires the preparation of noise study reports on Federal-Aid construction projects before authorization can be obtained to advertise for bids. This report is not available, since the noise study reports are not prepared until the final contract plans are available. When the report is prepared, it will be submitted to FHWA for approval.

A cultural resource survey is normally also done after final contrast plans are available. The cultural resource survey may or may not be necessary to clear the project with the State Historic Preservation Office (SHPO). A cultural resource survey includes checking the project area for historic sites, structures or buildings, and a survey to determine if any archeological sites are present. The determination whether a survey is necessary or not is made after consultation with the SHPO. If, in the judgement of Highway Division and the SHPO, a survey is not necessary, the SHPO will certify to the Highway Division that the project complies with the National Historic Preservation Act and the project may continue. The same would be the case of a survey were needed, and no historic sites were found. If cultural resources of significance were found, the appropriate mitigation measure would be developed in consultation with the SHPO. In all cases, the project must be concurred in by the SHPO before proceeding.

Since this project conforms to Oregon Land Conservation and Development Commission (LCDC) goals and guidelines, the requirements of the Oregon Coastal Management Place and the Federal Coastal Zone Management Act are met and this project is found to be consistent.

If you need further information, please let me know.

GAP:lb

cc: E. S. Hunter
Walt Hart
A. Shirley Jr.
Jack Ayres

Copy to Keyes
1-24-80
cmo.

RECEIVED
JAN 18 1980
BRIDGE SECTION

9214 45

ROAD DESIGN 378-6558

Alfred Shirley
Region 3 Engineer

January 11, 1980

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Dean Creek Bridge Section
Umpqua Highway
Douglas County

Mr. Neil Flanagan, R/W Supervisor, called last week and informed us that Mr. Wooley had been contacted on the relocation of his approach. Mr. Flanagan said Mr. Wooley was emphatic in voicing his dislike for the proposed relocation and if we proceed with our plan, a condemnation would have to be filed.

We have reviewed the approach proposed, in consideration of the condemnation required, and still believe it provides greatly improved safety for Mr. Woolsey's use and for the traveling public.

Attached are copies of approach plans and profiles for Alternate #1 (our proposal) and Alternate #2 (a minimal design).

Alternate #1 was shown to Mr. Woolsey and is the design we recommend. The highway alignment at this location is a 2-degree curve, with a maximum superelevation slope of 0.03 feet. The proposed approach gradient is 2 percent. The structure will be precast slab spans with w-beam guardrails. The guardrail on the roadway from the approach to the bridge will be 25 feet of type 3 connected to the bridge rail and 25 feet of type 2A.

The Alternate #1 design provides a minimal length of guardrail protection in advance of the structure to prevent run-off-the-road vehciles from landing in Dean Creek. Bridge railings are designed to contain vehicles and are more rigid than roadway guardrails. For this reason, the roadway guardrail in advance of bridge is designed with increasing rigidity to the bridge end. The length used here is minimal for this design criteria.

Sight distance, the degree of visibility, afforded the highway user and the approach user were also considered in locating this approach. Bridge rails and guardrails are barriers to good visibility, but the Alternate #1 location allows us to flare the roadway guardrail away from the highway. Thus, a vehicle operator on the approach can see and be seen more readily without having to creep onto the roadway.

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
JAN 14 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Alternate #2 is a very minimal design and we would use it only as a last resort.

In the preparation of plans for this project, we found that in the mid-1950's the State acquired permanent easements on both sides of Dean Creek for the construction and maintenance of dikes. Both dikes were connected to the highway at the time. The dike on the westerly side was constructed with a ten foot top width and is apparently the approach Mr. Wooley is using today. This dike was, to serve the purpose intended, joined to the roadway embankment at the end of the bridge. At that time its use as an approach serving the abutting property was very likely not anticipated.

FE:cj
Attachments

cc: Neil Flanagan
Paul Singer

File: DES 23
BR 1685A

December 12, 1979

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Bridge Permit Application
Replacement Bridge
Dean Creek Bridge, Br. 1685A
Umpqua Highway, Douglas County
River Mile 0.0

The Highway Division of the Oregon Department of Transportation hereby applies for a permit to replace with a fixed structure the existing bridge over Dean Creek that is located 5.7 miles east of Reedsport on the Umpqua Highway.

Legal authority for the structure is found in the General Bridge Act of 1946, Amended.

The existing bridge was constructed under a Corps of Engineer's Permit, dated April 27, 1932. It was originally constructed with a draw span. On April 25, 1963, the Corps of Engineers issued a permit to close the structure. The notice of closure was published in the April 17, 1963 Federal Register.

The new bridge will be at the same location as the existing structure. Horizontal and vertical navigation clearances for the proposed bridge will be greater than for the existing structure. The old bridge will be removed down to the streambed.

It is requested that the Coast Guard issue a permit for the replacement structure. One set of reproducible drawings and four sets of prints of Drawings 1 through 3, two copies of the environmental assessment, and two copies of the Federal Highway Administration's concurrence that the project constitutes a non-major action are enclosed.

The structure is scheduled for a contracting date of May 29, 1980.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

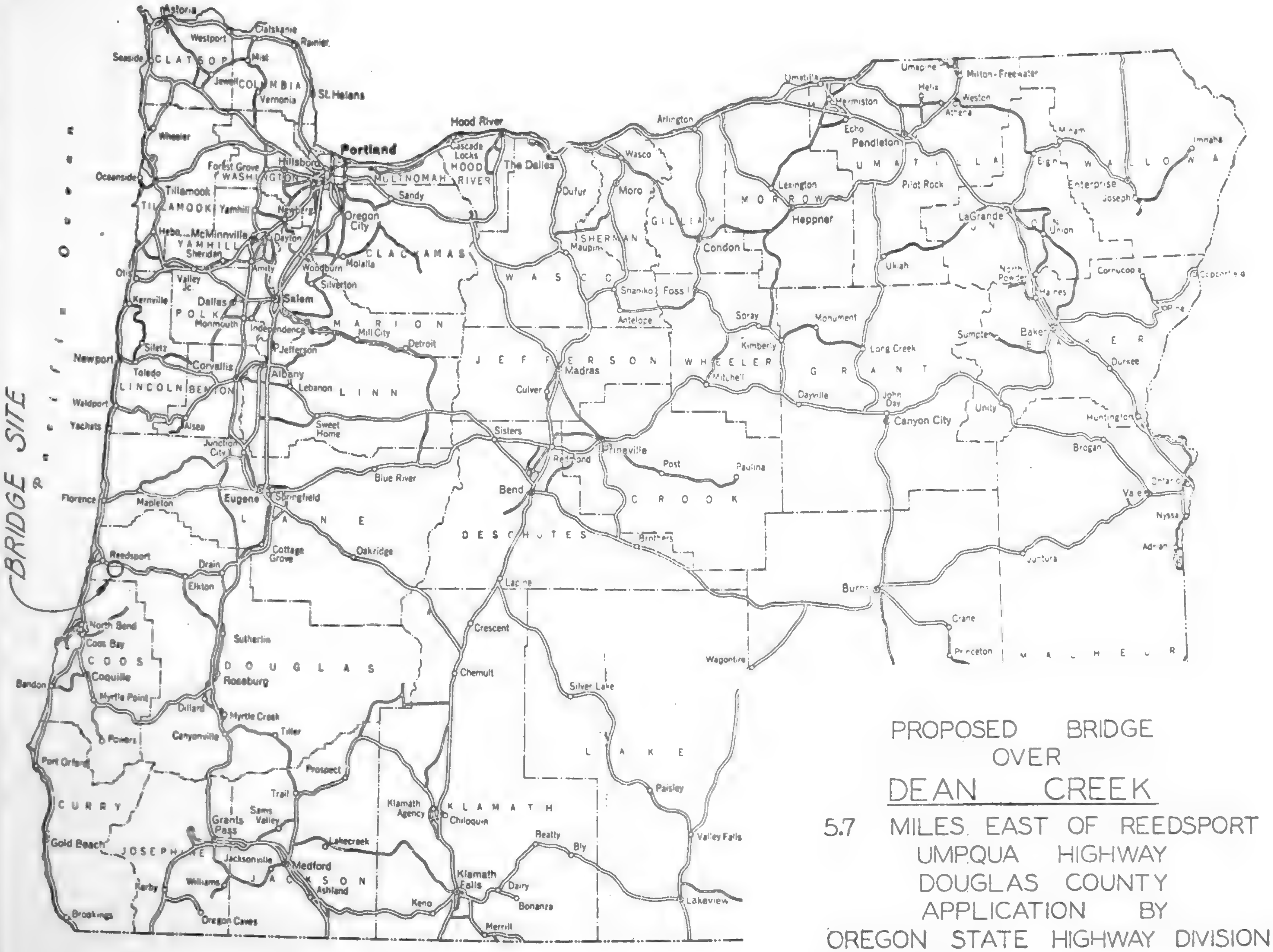
Enc.

cc Federal Highway Administration

bc H. S. Coulter
D. H. Moehring (w/prints Dwgs. 1 -3)
J. H. Versteeg " " " "
Gary Potter " " " "
W. J. Hart
Alfred Shirley " " " "

PAA:dh ja

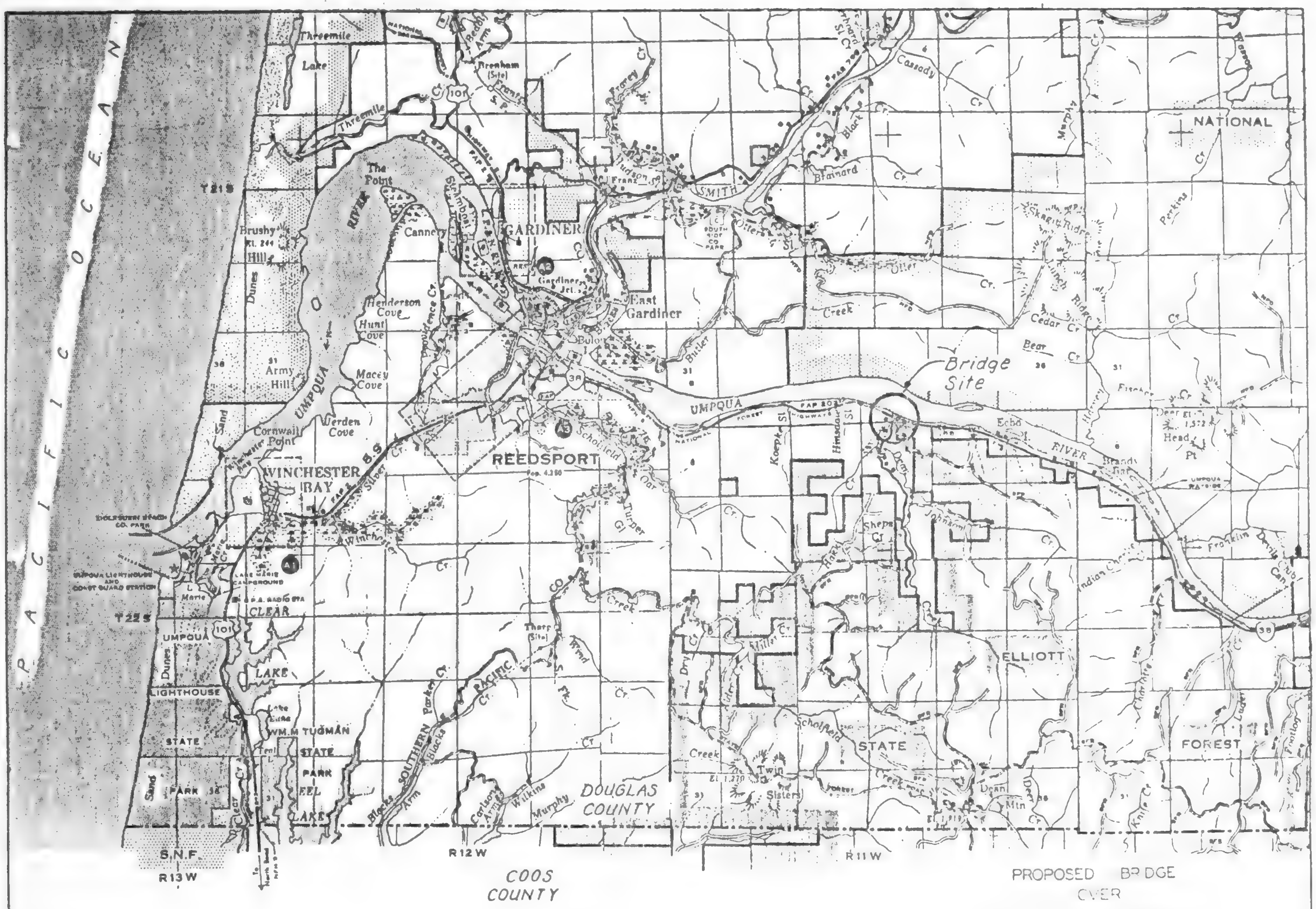
STATE OF OREGON


BRIDGE SITE
Pacific Ocean
Astoria
Seaside
Westport
Clatskanie
Rainier
St. Helens
CLATSOP
COLUMBIA
Vernonia
Mist
Jewell
Wheeler
Oceanside
Tillamook
TILLAMOOK
Forest Grove
Hillsboro
WASHINGTON
Portland
MULTNOMAH
Sandy
Hood River
HOOD RIVER
Cascade Locks
The Dalles
Oregon City
CLACKAMAS
Yamhill
Newberg
McMinnville
YAMHILL
Sheridan
Dayton
Amity
Woodburn
Molalla
Silverton
Salem
Dallas
POLK
Monmouth
Independence
MARION
Mill City
Detroit
Jefferson
Albany
Lebanon
LINN
Newport
Toledo
Siletz
Kernville
Otis
Valley Jc.
LINCOLN
BENTON
Corvallis
Waldport
Yachats
Alsea
Sweet Home
Junction City
Florence
Mapleton
Eugene
Springfield
LANE
Blue River
Oakridge
Cottage Grove
Reedsport
Drain
Elkton
North Bend
Coos Bay
COOS
Coquille
Bandon
Myrtle Point
Powers
Port Orford
CURRY
Gold Beach
Brookings
DOUGLAS
Sutherlin
Roseburg
Dillard
Myrtle Creek
Canyonville
Tiller
Prospect
Trail
Sams Valley
Grants Pass
JOSEPHINE
Kerby
Williams
Oregon Caves
Jacksonville
Medford
Ashland
JACKSON
Lakecreek
Klamath Agency
Chiloquin
KLAMATH
Klamath Falls
Keno
Merrill
Dairy
Bonanza
Beatty
Bly
Chemult
Crescent
Lapine
Silver Lake
LAKE
Paisley
Valley Falls
Lakeview
Wagontire
Sisters
Bend
Redmond
Prineville
Post
Paulina
CROOK
DESCHUTES
Brothers
Culver
Madras
JEFFERSON
WASCO
Dufur
Maupin
SHERMAN
Moro
Wasco
Shaniko
Fossil
Antelope
GILLIAM
Arlington
Condon
Spray
Kimberly
Mitchell
WHEELER
MORROW
Lexington
Heppner
Monument
Long Creek
GRANT
Dayville
John Day
Canyon City
Umatilla
Hermiston
Echo
Pendleton
UMATILLA
Pilot Rock
Ukiah
Umapine
Milton-Freewater
Helix
Weston
Athena
LaGrande
UNION
Union
Elgin
Enterprise
Joseph
WALLOWA
Imnaha
North Powder
Haines
Sumpter
Baker
BAKER
Cornucopia
Copperfield
Unity
Huntington
Durkee
Brogan
Vale
Ontario
Nyssa
Adrian
Juntura
Burns
Crane
Princeton
MALHEUR

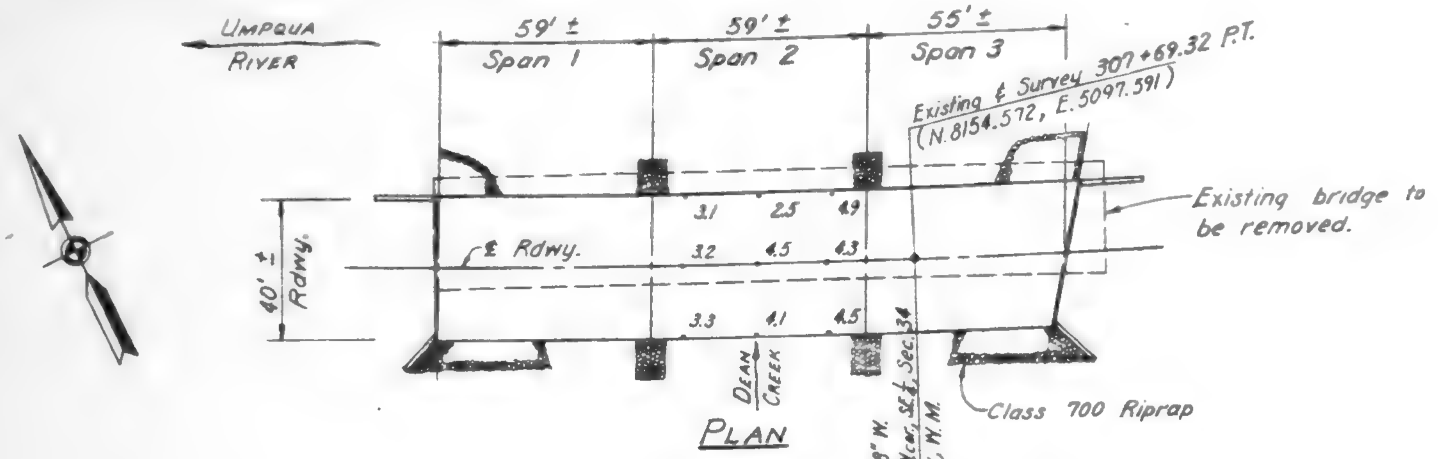
PROPOSED BRIDGE
OVER

DEAN CREEK

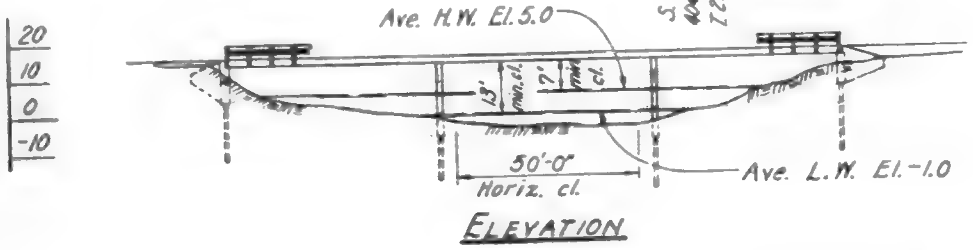
5.7 MILES EAST OF REEDSPORT
UMPQUA HIGHWAY
DOUGLAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
NOV. 1979 SHEET 1 OF 3


PACIFIC OCEAN
UMPQUA RIVER
REEDSPORT
Pop. 4,250
GARDINER
East Gardiner
WINCHESTER BAY
Bridge Site
UMPQUA
RIVER
Echo
SMITH
Threemile
Lake
Brushy Hill
Army Hill
Dunes
Sand
Cornwall Point
Werden Cove
Macey Cove
Hunt Cove
Henderson Cove
Cannery
The Point
Providence Cr.
Scholfield
Winchester
Silver Cr.
Koepke Sl.
Hinsdale Sl.
Dean Cr.
Dean Mtn
Butler
Bear Cr.
Cedar Cr.
Otter Cr.
Brainard
Black
Cassady
Perkins Cr.
Murphy
Franklin
Indian Cr.
Charlotte
Knife Cr.
Footlog
Luder
Twin Sisters
Miller Cr.
Dry
Turner
Oar
Thorp (Site)
Parker Cr.
Blacks Arm
Carlson Arm
Wilkins
Murphy
SOUTHERN PACIFIC
UMPQUA LIGHTHOUSE STATE PARK
WM. M. TUGMAN STATE PARK
CLEAR LAKE
EEL LAKE
Sand
S.N.F.
ELLIOTT STATE FOREST
NATIONAL
DOUGLAS COUNTY
COOS COUNTY
R13W
R12W
R11W
T21S
T22S
101
38
A1
A2
A3

PROPOSED BRIDGE
OVER
DEAN CREEK
5.7 MILES EAST OF REEDSPORT
UMPQUA HIGHWAY
DOUGLAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
NOV. 1979
SHEET 2 OF 3

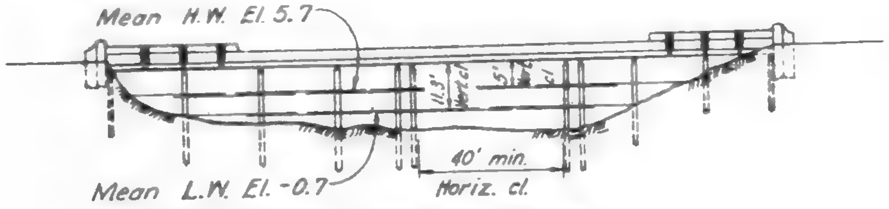

Umpqua River
59' ±
Span 1
59' ±
Span 2
55' ±
Span 3
Existing ℄ Survey 307+69.32 P.T.
(N.8154.572, E.5097.591)
Existing bridge to be removed.
40' ± Rdwy.
℄ Rdwy.
3.1
2.5
4.9
3.2
4.5
4.3
3.3
4.1
4.5
Dean Creek
Class 700 Riprap
S. 24°50'28" W.
404.762' to SW cor., SE¼, Sec. 34
T.21S., R.11 W., W.M.

PLAN

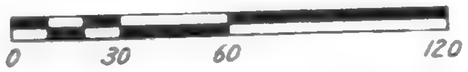

20
10
0
-10
Ave. H.W. El. 5.0
13' min. cl.
7' min. cl.
50'-0" Horiz. cl.
Ave. L.W. El. -1.0

ELEVATION

Soundings by Oregon State Highway Division, 10-18-79 are depths below ave. low water elevation.
Datum is U.S.C. & G.S.


Mean H.W. El. 5.7
11.5' Vert. cl.
5' Vert. cl.
40' min. Horiz. cl.
Mean L.W. El. -0.7

ELEVATION EXISTING BRIDGE



Scale in feet

PROPOSED BRIDGE
OVER
DEAN CREEK
5.76 MILES EAST OF REEDSPORT
UMPQUA HIGHWAY
DOUGLAS COUNTY
APPLICATION BY
OREGON STATE HIGHWAY DIVISION
NOV. 1979 SHEET 3 OF 3

9214

45.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Roseburg , Oregon
November 29, 1979

In Reply Refer to
File No.:

Mr. Nile Hoover
Asst. County Engr.
Douglas County
Court House

Borrow Material
Dean Creek Bridge Sec.
Umpqua Highway

As per our phone conversation of several weeks ago , I understand the county will have available a considerable quantity of dredge spoils at Winchester Bay.

As discussed with you the State Highway intends to construct a new bridge at Dean Creek on the Umpqua Highway. In connection with this we are going to need approximately 5000 cubic yards of borrow material to make our embankments.

You indicated the spoils would be available in June 1980 and the County would make available , at no cost to the State , all we needed for this project. Since our contract is Scheduled for May 1980 it seems the timing would work well.

We are interested in setting up the dredge spoils as a prospective borrow source for our project.

Would you please take our request to any other county agencies involved and the commissioners for approval.

Thank you.

M. S. Havig
M. G. Havig

Regional Locating Engr.

1 Versteeg ✓
Anderson
7 Christensen Dg
Olson
11 Sullivan copy
Terpin
I Trout copy
Wakeriig

RECEIVED
DEC 0 3 1979
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ___/___
Action

REFERRED TO
Beard Stoudenmeyer
Cole Semple
✓ Eriksen J.E. Watson
Heger Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

cc: Region
Road Design ✓
Geology

Form 734-3122

9214 7-5-77 45

FOUNDATION REPORT

Dean Creek Bridge
Umpqua Highway
Douglas County
Bridge 1685A

Location

This existing bridge to be replaced is on the Umpqua Highway approximately 5.8 miles east of this highway's junction with the Oregon Coast Highway in Reedsport, Douglas County. This location is in the SE 1/4 of Sec. 34, T 21 S, R 11 W, W.M.

Site

The existing bridge, constructed in 1932, crosses Dean Creek at that stream's confluence with the Umpqua River. The bridge is 191 feet long, composed of four 21-foot pile trestle spans to the west, a 42-foot I-beam span (originally opening but since secured closed), and three 19-foot pile trestle spans to the east. Timber piling supporting the bridge are seriously decayed and have been repaired numerous times with additional piling and framed timber bents. Timber piles and lagging on the two piers supporting the steel I-beam span appear to be in poor condition.

Except for the 22"x64# I-beam span, all stringers are wood and support a timber deck with an A/C wearing surface.

REFERRED TO
Beard Stoudenmeyer
Cole Sample
✓ Eriksen F.E. Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
1 Christensen
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
SEP 21 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Dean Creek fills the channel under the bridge with its water elevation normally controlled by the level of the Umpqua River. The river, and consequently Dean Creek, are influenced by tidal action of the Pacific Ocean but are not subject to salt or brackish water. The streambed is very soft organic sedementary sand and silt, with six to ten feet of water normally flowing slowly through the deepest part of the channel. The streambanks are similar material, brush covered except for a barren band near normal water elevation which denotes the constant variation of water level due to the tide. Streamflow and flood data for Dean Creek are contained in the Hydraulic Report in the Appendix.

Roadway approaches to the bridge are near normal ground elevation and only shallow fills were necessary at the bridge ends. These fills appear to be soft sandy material similar to the original streambank material. The streambanks and slopes around the timber bulkheads of the end abutments have been riprapped, as have the banks of the Umpqua River upstream and downstream from the mouth of Dean Creek.

There appears to be no utility lines at the site, either buried or overhead, which will be involved in the new bridge construction.

Foundation Material

Four test holes were drilled at this site, two holes through the existing bridge deck in the stream channel and one hole at each end of the bridge in the south shoulder area. The location of the test holes and other information is shown on the Foundation Data Sheet in the Appendix.

The test holes were drilled under the supervision of Elliott Parker, Region 3 Geologist, using a rotary drill. B. W. size casing was used in Test Holes 1, 2, and 4, with H.Q. Wireline casing used at Test Hole #3 in order to obtain undisturbed soil samples. Soil samples and densities were obtained with a 2-inch O.D. split-barrel sampler, with rock cores taken with a 'B' size core barrel. Undistrubed soil samples in Test Hole #3 were obtained with a 2 1/2-inch Shelby Tube Sampler, and forwarded to the OSHD Materials Laboratory for unconfined compressive strength testing. Results of this testing is contained in the Appendix. This testing was performed in conjunction with a proposal to extend the roadway fill into the channel to shorten the necessary bridge length, but due to the low strength of foundation materials encountered which would result in excessive fill settlement, this plan was abandoned.

Similar foundation materials were encountered in all test holes, being layers of sand, silt, and various combinations of these, extending from the surface down to sandstone bedrock at Elevation -114 to -116. As common with sedementary deposits in areas subject to slow velocity tidal areas, organic matter, wood, and similar material was encountered throughout the depths of the deposits.

The surface materials are very soft and loose down to Elevation -32, where a layer of medium to dense sand 18 to 20 feet thick was found to lie below that elevation. It is assumed that it is this dense layer in which the existing timber piles are founded. Below this dense layer, lying between Elevations -32 to -52±, layers of loose to medium silt and sand extend downward to the top of the sandstone near Elevation -116±.

Foundation Recommendation

The soft surficial materials are unsuitable for support of spread footings, and pile support will be required for all bents of the replacement structure.

Moderately loaded prestressed concrete piles, not to exceed 40 tons bearing each, are recommended. These piles will obtain 40 tons driving resistance in the medium to dense sand layer between Elevations -32 and -52, while piles driven to higher resistances would extend through this layer, requiring considerable additional length for bearing. However, "freeze" characteristics of this material should be excellent, and any pile not obtaining bearing within its order length should be freeze tested, with provisions for such testing contained in the specifications. To obtain maximum point and frictional resistance, 16-inch octagonal piles are recommended for all bents.

The estimated pile length requirements for 16-inch octagonal prestressed concrete piles at 40 tons resistance each are as follows:

	Assumed C.O.Elev.	Est. Tip Elev.	Allow.	Order Length
Bents 1 & 4	10	-40	6'	56'
Bents 2 & 3	10	-47	6'	63'

Alternate designs may require piles at higher loadings. For this purpose, steel H piles driven completely through the sand and silt layers to point contact with the underlying sandstone are recommended. Variable densities of sand and silt layers underlying the dense sand layer could result in considerable variation in driven lengths for displacement type piles driven through the dense sand.

Either HP10x42 piles at 70 tons each or HP12x53 piles at 90 tons each are satisfactory for this purpose, or larger piles at higher loads if necessary. Since little penetration of the sandstone by the pile tip would be expected, driven lengths for any size steel pile would be similar.

The estimated pile length requirements for steel H piles are as follows:

	Assumed C.O.Elev.	Est. Tip Elev.	Estimated Length
All bents	10	-120	130'

If steel piles are used, piles in interior bents should be concrete encased, preferably in a wall-type encasement, for drift and corrosion protection. Pile point reinforcement is not considered necessary. Pile hammer energy requirements as contained in the Standard Specifications are satisfactory.

Erosion Control and Drift Protection

Due to very slow streamflow velocities at this site neither erosion nor streambed degradation is a general problem. However, wave action from the Umpqua River causes erosion of the silty streambanks at and above the water line, and considerable riprap has been placed along the banks to prevent this erosion. Recommendations for continued riprap protection are contained in the Hydraulic Report in the Appendix.

Conversation with Mr. Elmer Washington, Maintenance Supervisor at Reedsport, revealed that there has been no drift problem at this bridge in recent years. Although drift could occur in Dean Creek during extreme flood conditions, low streamflow velocities would probably not result in drift damage to the structure. Therefore, no special protection for larger concrete piles in interior bents is considered necessary.

Test Pile

If prestressed concrete piles are used for this structure, a "test pile" to compare indicated bearing value with estimated length, driven prior to ordering production piles, would be extremely useful.

Jack Davis
Foundation Engineer

JLD:smd
9/5/79

7-1

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-17-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-20(3)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80340

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO Moehring
FOR
Info Invcs R/D D/R Sign Act File

4-25
orig to

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-17-79

FEDERAL ROUTE NUMBER Primary 20

STATE ROUTE NUMBER Primary 40

GENERAL LOCATION:

Dean Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change - Revised Preliminary Engineering Costs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change
See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 4, 1979, I approve the revised preliminary engineering costs from TEC $16,500 - Federal Funds $14,150 to TEC of $35,000 - Federal Funds not to exceed $29,830.

DATE 4-17-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-20(3)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80340

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-16-78	Primary 20	Primary 45

GENERAL LOCATION:

Dean Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Utility preparatory work and archeological salvage TEC NTE $16,500.
F.F. $14,150
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 20, 1978, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 10e.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1980 Roseburg SCL-JCT. Coos Bay/Roseburg Hy. Sec. Oakland/Shady Hy. (Gr. & pav.) 9215

U.S. Department of Transportation
Federal Highway Administration

STATE COPY FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY DOUGLAS	DIVISION OREGON
DATE OF REPORT 1-7-85	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. FR-55(8)
COMPLETION DATE (Actual) 12-14-81	ACCEPTANCE DATE BY CONRTACT AGENCY 11-30-82	TIME ELAPSED 100 %	CONTRACT TIME 300 C.C

LOCATION
SR-99 Roseburg SCL to Junction Coos Bay/Roseburg Highway

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROSEBURG SCL - JCT. COOS BAY - ROSEBURG HWY
OAKLAND - SHADY HIGHWAY
Grading and Paving

This project provided for the construction of roadbed grading, cement treated subgrade, and ashphalt concrete pavement on a 3.90 mile section of the Oakland-Shady Highway south of Roseburg. A contract in the amount of $980,392.50 was awarded Roseburg Paving, Inc. on November 12, 1980. Work began on March 20, 1981 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on September 28, 1981 at a final cost of $1,174,938.85 which included $916,061.75 for original bid item work, $107,362.14 for work completed under approved price agreements $31,323.30 for asphalt adjustments, $1,858.15 for extra work $15,733.51 for State force work and $102,600.00 for construction engineering.

All substantial overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1/9/85	TITLE Field Operations Engineer	DATE 1/11/85

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev. 2-84)

9215

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-55(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80339

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/22/83	Primary 55	Secondary 234

10. GENERAL LOCATION:
Roseburg SCL - Junction of Coos Bay/Roseburg Highway

11. GENERAL DESCRIPTION OF WORK
Remove embankment material and replace fence.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/22/83 as requested in Mr. Keasey's letter of 3/17/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $5,300 Federal Funds $4,672.

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
4/4

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/28/83	G. K. Hoesner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9215

B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
Hi Lo Roads, Inc. No. 9439	Florence/Eugene Hwy. @ M.P. 10.3 Lane County	November 8, 1982
Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co., Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9215

B

December 3, 1982

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
#9215

Gentlemen or Ladies:

Contract No. 9215 awarded to Roseburg Paving, Inc. for work on the Roseburg S.C.L.-Jct. Coos Bay/Roseburg Highway Section of the Oakland-Shady Highway in Douglas County was completed on July 13, 1982, and accepted by the State Highway Division on November 30, 1982.

The total contract amount is $1,056,605.34 including $1,858.15 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
A. Shirley

9215

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Dodge Canyon Cr- Westwood St	WEEK ENDING March 6, 1982
		SECTION PREFIX 110-1005
	HIGHWAY Elkton - Sutherlin	COUNTY Douglas
NAME OF JOB Dodge Canyon Cr - Westwood St	KIND OF WORK Grading & Paving	
CONTRACTOR Roseburg Paving Inc	CONTRACT NUMBER 9215	FEDERAL AID PROJECT NUMBER FR-54(1)
DATE OF CONTRACT June 4, 1981	DATE WORK STARTED July 27, 1981	ESTIMATED COMPLETION DATE 10-28-82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 130	WORK DAYS USED CALENDAR DAYS USED 130
PROJECT AUTHORIZATION: $ 1,000,345.19	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 921,022.66	ENGINEERING AUTHORIZATION $ 79,322.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 820,100.00	ENGINEERING COST TO DATE $ 80,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 11 %	PERCENT OF AUTHORIZATION . . . . . . 101 %	DATE PROJECT WAS COMPLETED: 10-28-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT 3.56					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,800 CY	19,300 Ton			
TOTAL QUANTITIES CORRECTED TO DATE	3,225	19,470			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,025	19,467			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7158	7159	7338A					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28		0		
MONDAY 1		0		
TUESDAY 2		0		
WEDNESDAY 3		0		SHE K
THURSDAY 4		0		
FRIDAY 5		0		SCS
SATURDAY 6		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	
MONDAY 1	No activity
TUESDAY 2	
WEDNESDAY 3	
THURSDAY 4	
FRIDAY 5	
SATURDAY 6	

REMARKS

Contractor work complete

Semi-final data submitted to Region March 3, with Narrative to follow.

This is the final weekly to be submitted

SIGNED Ronald V. Bursey LOCATION Roseburg

Proj Mngr

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

9215

12-21-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
FR-55(8)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80339

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/17/81	8. FEDERAL ROUTE NUMBER Primary 55	9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION:

Roseburg SCL - Junction Coos Bay/Roseburg Highway

11. GENERAL DESCRIPTION OF WORK

Install concrete shoulder barrier

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 11/17/81 as requested in Mr. Keasey's letter of 12/15/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $7,930 Federal Funds $6,990.

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO
FOR
Info Invest R/D

14. DATE 12/21/81	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9215

NOTICE OF UNPAID CLAIM

(Oregon Public Works)

This was attached to the notification for date of matl supply notice R

TO: DEPARTMENT OF TRANSPORTATION
(Name of public body)
ROOM 121, TRANSPORTATION BLDG.
(Address)
SALEM, OREGON 87310
ATTN: R. W. GORMSEN

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of TWENTY THOUSAND NINE HUNDRED-NINETY-TWO & 05/100 Dollars ($20992.05) against the bond posted by ROSEBURG PAVING, P. O. BOX 1427 ROSEBURG, OREG. 97470 (Name and address of contractor or subcontractor) as principal, and THE DAVE GEDDES AGENCY, ROSEBURG, ORE. (Name of bonding company) as surety, for PRESSURE TREATED WOODEN GUARDRAIL POSTS & BLOCKS (Brief description of labor, services and/or materials on which claim based)

and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 10 day of APRIL, 19 81.

Name of Claimant firm J. H. BAXTER & CO.
Address 1700 S. EL CAMINO REAL
SAN MATEO, CA 94402
Signature of owner or officer
W. YUEN
Title Secretary-Treasurer

Form No. OR-5 (8-69)

J. H. BAXTER & CO. 00 South El Camino Real San Mateo California 9 02 Phone 415 349 0201

JHBaxter

REGISTERED-RETURN RECEIPT

NOTIFICATION FOR STATE
OF OREGON
MATERIAL SUPPLY NOTICE

PRIME CONTRACTOR: ROSEBURG PAVING CO.

This letter shall in no way infer that the subcontractor has not or will not meet his obligations, but in compliance with the laws of the State of Oregon, this notice is sent to you.

Pursuant to ORS 279.526, you are hereby notified that you and your bond will be held for payment of the material set forth herein, if payment is not made by your subcontractor.

SUBCONTRACTOR: APEX FENCE CO.

STATE CONTRACT #: 9215

GENERAL LOCATION: JCT. COOS BAY - ROSEBURG
OAKLAND - SHADY HIGHWAY

MATERIALS TO BE SUPPLIED:
HEM-FIR CHEMONITE TREATED GUARDRAIL
POSTS & BLOCKS.

DATE: 4/10/81

J.H. Baxter & Company
1700 South El Camino Real
San Mateo, California 94402

BY: E J Little
E. J. LITTLE

TITLE: Dist. Sales Mgr.

cc: Roseburg Paving
Selma Pressure Trtg. Co.
Apex Fence

WOOD PRESERVING

92B

STATE COPY

OMB No. 04-R2089

L

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

12-139

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

12/18/80

State: Oregon

County: Douglas

Project No.: FR-55 (8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Roseburg S.C.L. - Jct. Coos Bay/Roseburg Hwy.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-15-80	3.902
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,221,000.00	$ 1,076,310.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator DEC 18 1980

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, December 1, 1980

Federal Aid Project
No. FR-55 (8)

Roseburg S.C.L. - Jct. Coos Bay/Roseburg Highway Section
Oakland - Shady Highway
Douglas County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 1331+00 to Sta. 1537+00)

Furnishing Field Laboratory	1 Each	500.00	$ 500.00
Mobilization	All Required		15,000.00
Temporary Protection and Direction of Traffic	All Required		15,000.00
Temporary Signs	520 Sq. Ft.		2,600.00
Temporary Barricades	4 Each	100.00	400.00
Temporary Delineators	50 Each	15.00	750.00
Flagmen	900 Hour	23.00	20,700.00
Pilot Car	225 Hour	23.50	5,287.50
Clearing and Grubbing	All Required		6,000.00
Removal of Structures and Obstructions	All Required		6,000.00
General Excavation	9,175 Cu.Yd.	9.00	82,575.00
Finishing Roadbed and Slopes	All Required		4,000.00
Watering	150 M-Gal	15.00	2,250.00
Aggregate Shoulders	4,550 Ton	8.00	36,400.00
Cement Treated Base	1,750 Sq. Yd.	4.50	7,875.00
Cement For Treated Base	60 Ton	100.00	6,000.00
Class "B" Asphalt Concrete Mixture	22,400 Ton	12.00	268,800.00
Class "B" Asphalt Concrete Mixture in Leveling	5,200 Ton		62,400.00
Asphalt Cement in Mixture	1,800 Ton	170.00	306,000.00
Asphalt in Tack Coat	40 Ton	200.00	8,000.00
Guard Rail, Type 2A	7,200 Lin. Ft.	9.85	70,920.00
Extra For 8-Foot Posts	570 Each	7.00	3,990.00
Guard Rail Anchors, Type 1	18 Each	300.00	5,400.00
Rail End Pieces, Type B	8 Each	65.00	520.00
Rail End Pieces, Type C	10 Each	80.00	800.00
CL-6R Chain Link Fence, Modified	150 Lin. Ft.	8.00	1,200.00
Extra for Asphalt Approached	83 Each	150.00	12,450.00
Concrete Barrier	975 Lin. Ft.	22.00	21,450.00
Delineators	170 Each	20.00	3,400.00
Roadside Seeding & Mulching	2 Acre	1,300.00	2,600.00
			$ 979,267.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavemnt Striping	All Required	1,500.00
Asphalt Cement Adjustment	All Required	102,000.00
On the Job Trainee (1 at $800)	All Required	800.00
		$106,300.00
	Subtotal	$1,085,567.50
	Engineering	135,432.50
	Total	$1,221,000.00

Length of Roadway	3.902 Mi.
Cost of Roadway Per M	$312,916.45

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required	$ 750.00
Bikeway Signs and Striping	All Required	1,750.00

Federal Funds (88.15%)	$1,076,310
State Funds	144,690
Total	1,221,000

Group 1 100%; Group 8 0.00%
Contract No. 9215
Prefix 110-1980
Prefix 110-1001

Roseburg S.C.L. - Jct. Coos Bay/Roseburg Hwy.
(Non participating - State Work)

State Responsibility for Damages	All Required		$5,000.00
Furnish Mailbox Posts	All Required		300.00
Setting Mailbox Posts	15 Each	75.00	1,125.00

9215

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: October 29, 1980

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 30 and November 6, 1980, Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 30, 1980, on the following project.

1. S.E. 17th Avenue-S.E. 28th Avenue (Portland)
   S.E. Holgate Blvd.
   Multnomah County
   Grading, Paving and Structure
   Seven-foot sidewalk available for bicycle and pedestrian use.

Bids will be opened November 6, 1980, on the following projects.

1. Oregon Coast Highway @ 6th Street (Gold Beach)
   Curry County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. M.P. 44.5
   North Santiam Highway
   Marion County
   Grading and Slope Protection

   Same as No. 1.

3. Cannon Beach-Necanicum Junction
   Sunset Highway
   Clatsop County
   Grading and Paving
   Twenty-four-foot roadway with four-foot shoulders except for a left-turn lane at Necanicum Junction where the roadway widens to thirty-eight feet with four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Dean Creek Bridge
   Umpqua Highway
   Douglas County
   Grading, Paving and Structure
   Bridge replacement and intersection improvement. Twenty-four-foot roadway with minor widening for right turning traffic. Four-foot shoulders provided throughout project.

   Same as No. 3.

5. Roseburg S.C.L.-Junction Coos Bay/Roseburg Highway
   Oakland-Shady Highway
   Douglas County
   Grading and Paving
   Six- to eight-foot shoulders throughout project. Shoulder will be striped and signed as a bikeway.

6. Middle Fork Willamette River-Salmon Creek (Oakridge)
   Willamette Highway
   Lane County
   Grading and Paving
   Four- to six-foot sidewalk/bikeway on north side throughout most of the project.

cc: D. G. Talbot
E. S. Hunter
L. E. George
F. E. Terpin
George Bell
Don Harwell

1215 10-15-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FR-55(8)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division - Salem, OR

PROGRAM NO.

ITEM NO. 80339

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maehring
FOR
Info

10-24
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
10-15-80	10-15-80	Primary 55
		STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION:

Roseburg SCL - Jct. Coos Bay/Roseburg Highway

GENERAL DESCRIPTION OF WORK:

Pavement Overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Pavement Striping S.F.	$2,000
Temporary Pavement Striping S.F.	$1,500
Asphalt Cement Adjustment	$102,000
On the job trainee	$ 800

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those item listed above as shown in your estimate.

Mr. Swan's October 10, 1980 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,486,115, Federal funds $1,310,010.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-15-80	E J Valach	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-888

7215

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3
35

DATE: October 8, 1980

TO: L. E. George
Traffic Engineer

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Bicycle Lanes on Roseburg S.C.L.
Junction Coos Bay/
Roseburg Highway Section
Douglas County

We have been successful in getting six-foot shoulders programmed for the above-named project. Would you please have a signing/striping plan devised to establish these shoulders as bicycle lanes.

DES:ge

cc D. O. Christensen
Jack Sullivan
Duane Ridings

[illegible]

REFERRED TO
3 Beard 2/1
Cole
Eriksen
Mann NEM
Watson
Dorn
Leu
[Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
1 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 0 8 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: April 21, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Proposed Continuous Left-Turn Lane
M.P. 21.0 to M.P. 22.15
Roseburg SCL-Jct. Coos Bay/Roseburg Highway
Oakland-Shady Highway
Douglas County

The proposed subject continuous left-turn refuge has been discussed with Jim Gix, Glen Clark, and J. H. Versteeg and a decision has been made to not construct it at this time.

The consensus of all concerned is that it is of marginal value at this time and does not warrant the expenditure of funds, particularly at this time when funds are short. The continuous left-turn refuge should be constructed at a later time when the benefit/cost ratio is more favorable.

1 Versteeg ✓
Anderson
4 Christensen DOC
2 Olsen
Sullivan
3 Terpin E
Trout
Wakerlig

RECEIVED
APR 22 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
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DOC:ab
cc: A. Shirley, Jr.
L. E. George
N. E. Mann

NOTED
F. E. TERPIN

Contains Recycled Materials

PLA 2
TRA 4

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT
378-6537
TELEPHONE

TO: N. E. Mann
Design Engineer Supervisor

DATE: February 25, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlay
Roseburg South City Limits-Junction
Coos Bay Roseburg Highway
Oakland Shady Highway No. 234
Douglas County
M.P. 18.29 to M.P. 22.15

Versteeg
Anderson
[✓ Christensen] Dc
Olson
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Terpin
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RECEIVED
FEB 27 1980
ROAD DESIGN
SECTION

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As requested in your letter of February 12, 1980, we have reviewed the accident history on the subject section. Although the accident rate for the section (2.19) is slightly higher than the statewide rate (1.89), there does not seem to be any specific problem areas.

The continuous left-turn alternate would be advantageous from an accident prevention standpoint. Approximately one-third of the total accidents for the section occurred within the area being considered for the continuous left-turn treatment, M.P. 21.0 to M.P. 22.15. Of the accidents happening along that part of the section in the past five and one-half years, 74 percent are the type which could have been prevented by left-turn lanes. The portion from M.P. 21.0 to M.P. 22.15 does rank 196 on the Rural Title II Safety Improvement List. But, with a benefit/cost ratio of only 1.11, it is extremely doubtful that safety funds would be allocated for the work.

We recommend proceeding with the alternate plan to include the continuous left-turn refuge if funds are available. It appears in viewing the film log that there may already be adequate right of way for widening.

L. E. George
Traffic Engineer

JB:jrb

REFERRED TO
Beard Stoudenmeyer
Cole ✓ ~~Campbell~~ NEM
Eriksen Watson
Hager Dorn Leu
Return [✓ Discuss] Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Field Estimate for Project with Co
Left Turn Refuge
1,844,253 (1981 Projected)
Programmed by Proj. Mang't
1,844,000
Doc says to go with Left
turn alternate.
3/3/80

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMA

Sheet 1 of 3 Sheets

Section ROSEBURG S.C.L. - JCT. COOS BAY/ROSEBURG HWY.
Highway OAKLAND - SHADY County DOUGLAS Prefix 110-1980-905
Length 20,600 Miles 3.9 Designer VINCENT Date 4/10/80
Signed Title

Grading & Drainage		$ 515,510^{00}
Surfacing		$ 1,239,533^{00}
Extra Work		
PERMANENT SIGNING	$ 1500^{00}	
STRIPING	$ 3000^{00}	
TOTAL EXTRA WORK		$ 4500^{00}
TOTAL		$ 1,759,543^{00}
+ 20 % Engineering and Contingencies		$ 351,908^{60}
Structures		
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 2,111,451^{60}

[illegible] ISION

Sheet 2 of 3

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 4/10/80

Section ROSEBURG S.C.L. -JCT. COOS BAY/ROSEBURG HWY.

County DOUGLAS

Kind Of Work GRADING & PAVING

Length 3.9 Mi.

Name MANN-VINCENT

No	Item	Code	Unit	Quant.	Unit Cost	Total
1.	FURNISH FIELD LABORATORY		EACH	1	3500^{00}	3500^{00}
2.	MOBILIZATION		LUMP SUM	ALL	8%	130,003^{00}
3.	TEMP. PROT. & DIR. OF TRAFFIC		LUMP SUM	ALL	3%	47,331^{00}
4.	TEMPORARY SIGNS		SQ.FT.	632	6^{00}	3792^{00}
5.	FLAGMEN		HOUR	940	21^{00}	19,740^{00}
6.	PILOT CAR		HOUR	200	30^{00}	6000^{00}
7.	REMOVAL OF STRUCTURES & OBSTRUCTIONS		LUMP SUM	ALL	5000^{00}	5000^{00}
8.	CLEARING & GRUBBING		ACRE	1	5000^{00}	5000^{00}
9.	GENERAL EXCAVATION		CU. YD.	36,000	4^{50}	162,000^{00}
10.	CEMENT TREATED BASE MIXTURE		TON	11,529	12^{00}	138,348^{00}
11.	CEMENT IN C.T.B.		TON	635	103^{00}	65,405^{00}
12.	ASPHALT IN SEAL		TON	22	250^{00}	5500^{00}
13.	CLASS "B" ASPH. CONC. MIXTURE		TON	30,730	16^{00}	491,680^{00}
4.	ASPHALT IN MIXTURE		TON	2000	200^{00}	400,000^{00}
5.	TACK COAT		TON	38	275^{00}	10,450^{00}
16.	SHOULDER AGGREGATE		TON	7500	10^{00}	75,000^{00}
7.	AGGREGATE BASE		TON	3600	9^{00}	32,400^{00}
18.	EXTRA FOR ASPHALT APPROACHES & CONN'S.		EACH	83	250^{00}	29,750^{00}
19.	SETTING MAIL BOX POSTS		EACH	15	75^{00}	1125^{00}
1.	FENCE, TYPE CL-6R, MODIFIED		LIN. FT.	150	12^{00}	1800^{00}
2.	GUARD RAIL, TYPE 2A		LIN. FT.	6850	12^{00}	82,200^{00}
3.	GUARD RAIL ANCHOR, TYPE 1		EACH	19	350^{00}	6650^{00}
4.	GUARD RAIL ANCHOR, TYPE 2		EACH	3	400^{00}	1200^{00}

1A

HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date 4/10/80

Section ROSEBURG S.C.L. - JCT. COOS BAY/ROSEBURG HWY.

County DOUGLAS

Kind Of Work GRADING - PAVING

Length 3.9 Mi.

Name MANN - VINCENT

No	Item	Code	Unit	Quant.	Unit Cost	Total
25.	GUARD RAIL END PIECE, TYPE A		EACH	1	75.00	75.00
26.	GUARD RAIL END PIECE, TYPE B		EACH	3	125.00	375.00
27.	GUARD RAIL END PIECE, TYPE C		EACH	19	160.00	3040.00
28.	EXTRA FOR 8' GUARD RAIL POSTS		EACH	568	15.00	8520.00
29.	CONCRETE SHOULDER BARRIER		LIN. FT.	975	25.00	24,375.00
30.	DELINEATORS		EACH	172	22.00	3784.00

9215

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-55(5)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80339

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-23-78

FEDERAL ROUTE NUMBER Primary 55

STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION:
Roseburg SCL - Junction Coss Bay/Roseburg Highway

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 16, 1979 letter I approve the revised Preliminary Engineering costs to a TEC of $44,000 with Federal participation limited to $37,736.

(Increase TEC $36,500 - FF $31,306)

DATE 7-23-79

SIGNATURE OF APPROVING OFFICIAL G K Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-855

9215 8-11-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-55(5)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80339

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-11-78	Primary 55	Secondary 234

GENERAL LOCATION:

Roseburg SCL - Junction Coos Bay/Roseburg Hwy.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC NTE $7,500 F.F. $6,430
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 20, 1978, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 para. 10e.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-11-78	G. K.	for Div. Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1980 Middle Fork Willamette R.- 9216
Salmon Cr. Sec. of Willamette Hy. (Gr., Pav. & Sign.)

F

[illegible]

: OSHD (Mr Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-17-84

REGION NUMBER 10	REPORT NUMBER 4	COUNTY LANE		DIVISION Oregon
DATE OF REPORT 4/17/84	REPORT MADE BY W. N. Bryant, Area Engineer			PROJECT NO. F-29(3)
COMPLETION DATE 9/15/81	ACCEPTANCE DATE BY CONTRACT AGENCY 1/15/82		TIME ELAPSED 79 %	CONTRACT TIME 250 CWD
APPROVED EXTENSIONS None	LOCATION SR 58, M.FK. Willamette River - Salmon Creek (Oakridge)			

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MIDDLE FORK WILLAMETTE RIVER-SALMON CREEK
WILLAMETTE HIGHWAY
Grading, Paving and Signing

This project provided for the construction of cement reated base and asphalt concrete pavement; construction of curbs, sidewalks, and driveways; construction of a bin-type retaining wall; and the installation of guardrail and highway signing on a 2.62 mile section of the Willamette Highway through the community of Oakridge.

A contract in the amount of $1,136,469 was awarded Wildish Construction Company, Springfield, Oregon on November 12, 1980. Work began on December 1, 1980 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on September 15, 1981, at a final estimated cost of $1,299,772.14 which includes $1,127,846.11 for original bid item work, $9,457.39 for work performed under approved price agreements, $24,823.40, for adjustments, $661.01 for approved force account work, $20,754.23 for work performed under approved State Force orders and $116,230.0C for construction engineering. A total of 197 CWD were used as compared to the 250 CWD allowed under the contract.

There were no major significant overruns or underruns and all materials incorporated into the work were tested or inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements.

RECEIVED
STATE HWY ENGI
APR 23 '84
REFER TO
Fredrickson
4/24
FOR
Info | R/D | D R

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4/20/84	TITLE Field Operations Engineer	DATE 4/20/84

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80346

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/11/82
8. FEDERAL ROUTE NUMBER Primary 29
9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:
Middle Fork Willamette River - Salmon Creek

11. GENERAL DESCRIPTION OF WORK
Revised Force Order

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the revised force account, SFO #6 Supplement #1 at a TEC of $4,326 Federal Funds $3,813 as requested by Mr. Keasey's letter of 1/13/83.

(Total cost of SFO #6	$4,000	Federal Funds	$3,526
Supplement #1	4,326		3,823
Revised Cost	$8,326		$7,349)

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig [illegible]

14. DATE 1/20/83
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

92 6

B

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

STATE OF OREGON 1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
DEC 14 1982
LEGAL

RECEIVED
STATE HWY ENGR
DEC 14 '82
REFER TO Sollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File

December 10, 1982

cy Rosey
Shirley

H. Scott Coulter
State Highway Engineer
Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: Roberts v. Wildish Construction Co. et al

Dear Mr. Coulter:

This is to inform you that the above entitled matter has been filed in Lane County Circuit Court. Named defendants include Wildish Construction Co, and State of Oregon Transportation Dept., Highway Division.

The matter concerns plaintiff's fall on May 29, 1981, while bicycle riding, allegedly because of an unsafe sidewalk along Highway 58 in Oakridge.

I have assigned this case to Trial Attorney Pamela Abernethy, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj

cc: Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Contains Recycled Materials

9216

18

ROAD DESIGN SECTION 378-6558

DES 16

A. E. Shirley
Region III Engineer, ROSEBURG

May 4, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

N. Fk. Willamette R. -
Salmon Cr. (Oakridge) Section
Willamette Highway
Lane County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 4 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

.9216 4-9-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80346

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/11/82

8. FEDERAL ROUTE NUMBER Primary 29

9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:
Middle Fork Willamette River - Salmon Creek

11. GENERAL DESCRIPTION OF WORK
Adjust valve boxes and manhole covers. Replace concrete drainage curb and provide AC support behind curb

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/11/82 as requested in Mr. Keasey's letter of 4/14/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $4,000 Federal Funds $3,526.

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO Moehring
FOR
Info Inves R/D D/A Sign Act File

Orig to 4/23/82

14. DATE 4/19/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9216 2-10-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982 Warren Richard

for C. T. Keasey
Asst. State Highway Engineer

-9216

January 22, 1982

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9216

Gentlemen or Ladies:

On January 19, 1982, we wrote to you concerning release of final payment on Contract No. 9216 awarded to Wildish Construction Co. for work on the Middle Fork Willamette River-Salmon Creek (Oakridge) Section of the Willamette Highway in Lane County.

Final payment on this contract is $6.68 and the total contract amount is $1,162,787.91 including $661.01 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Wildish Construction Co.
P. O. Box 7428
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9216 L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION Middle Fork Willamette R.-Salmon Cr. (Oakridge)	WEEK ENDING November 7, 1981
		SECTION PREFIX 20-1036
	HIGHWAY Willamette	COUNTY Lane
	KIND OF WORK Grading Paving and Signing	
CONTRACTOR Wildish Construction	CONTRACT NUMBER 9216	FEDERAL AID PROJECT NUMBER F-29(3)
DATE OF CONTRACT November 12, 1980	DATE WORK STARTED December 10, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 250	WORK DAYS USED CALENDAR DAYS USED 197
PROJECT AUTHORIZATION: $1,329,827.61	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 79
EXCLUSIVE OF ENGINEERING: $1,235,262.11	ENGINEERING AUTHORIZATION $94,565.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING. $1,173,956.34	ENGINEERING COST TO DATE $104,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION 111 %	DATE PROJECT WAS COMPLETED: September 15, 1981

SEMIFINAL SUBMITTED
November 5, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.62	2.62			2.62
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,995 CY	6,550 Ton			20,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE	4,700 CY	9,260 Ton			21,300 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,700 CY	9,260 Ton			21,300 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1		0		
MONDAY 2		0		
TUESDAY 3		0		
WEDNESDAY 4		0		
THURSDAY 5		0		
FRIDAY 6		0		
SATURDAY 7		0		

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	1	No work.
MONDAY	2	No work.
TUESDAY	3	No work.
WEDNESDAY	4	No work.
THURSDAY	5	No work.
FRIDAY	6	No work.
SATURDAY	7	No work.

REMARKS

Semifinal submitted to Region on November 5.

Final report.

SIGNED David L. Jones LOCATION Springfield

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

7216

18

ROAD DESIGN SECTION

DES 16

Dave Jones
Resident Engineer

Fred Eriksen
Fred Eriksen
Design Supervisor

November 27, 1981

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
[illegible]
[illegible]

RECEIVED
NOV 27 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Middle Fork Willamette River-
Salmon Creek (Oakridge) Section
Willamette Highway
Lane County

The "as-constructed" narrative for the project covered some areas of special interest to me.

It was fortunate that the weather allowed the contractor to work through the winter so the period of inconvenience to the public was minimized.

Your comments on extruded concrete barrier were noted. We have generally been following a policy of using precast concrete barrier in locations where it could be removed and reused. On some small radius' ramp curves, we have called for poured or extruded barrier because of the "chording" of precast barrier.

We have usually specified on the plans whether the barrier furnished can be precast, poured-in-place, or optional, and also covered it in the special provisions.

We were pleased that the traffic control plan worked well for you. Quite a bit of effort goes into the Stage Construction and Temporary Protection and Direction plan, usually with good results.

FE:ja

cc Alfred Shirley
C. T. Keasey

#9216 10-19-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80346

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/11/81
8. FEDERAL ROUTE NUMBER Primary 29
9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:
Middle Fork Willamette River - Salmon Creek

11. GENERAL DESCRIPTION OF WORK
Furnish and install No Parking signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/11/81 as requested in Mr. Keasey's letter of 10/2/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $475 Federal Funds $419.

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act

14. DATE 10/19/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROAD DESIGN SECTION

DES 16-1

18

February 17, 1981

Dave Jones
Resident Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Sign Shop Drawings
M. Fork Willamette River-Salmon
Creek (Oakridge) Section
Willamette Highway
Lane County
Contract No. 9216

Attached find three sets of approved shop drawings for the Type "U" signs on the above-named project.

One set should be retained by you for field inspection of the signs, one set forwarded to Don Wackerbarth's office for shop inspection purposes and one set sent to Traffic Safety Supply Company for fabrication of the signs.

WGB:ja

Attachments

cc C. T. Keasey
Alfred Shirley, Jr.
W. G. Beard

STATE

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-138	S. DEPARTMENT OF TRANSPORTATION EDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/18/80	State Oregon County Lane Project No. F-29(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

M. Fk. Willamette R.-Salmon R. (Oakridge)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-15-80	2.656
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 1,329,000.00	FEDERAL FUNDS $ 1,171,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

xx For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator DEC 1

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, December 1, 1980

Federal Aid Project
No. F-29(3)

M. Fk. Willamette R.-Salmon R. (Oakridge) Section
Willamette Highway
Lane County

Project agreement estimate.

Type Code 6201
Roadway (Sta. 1081+58 thru Equa. 1128+73.73 Bk. = 1134+14.73 Ah.
thru Equa. 1189+94.81 Bk. = 2613+47.60 Ah. to Sta. 2576+21)

Furnishing Field Laboratory	1	Each	$2,500.00	$ 2,500.00
Mobilization		All Required		99,655.00
Temporary Protection and Direction of Traffic		All Required		10,900.00
Temporary Signs	860	Sq.Ft.	5.00	4,300.00
Temporary Barricades	26	Each	95.00	2,470.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	800	Lin.Ft.	6.00	4,800.00
Temporary Guard Rail, Type 2	500	Lin.Ft.	7.00	3,500.00
Temporary Plastic Safety Markers	53	Each	60.00	3,180.00
Temporary Reflective Pavement Markers	203	Each	3.25	659.75
Sequential Arrow Signs	2	Each	1,500.00	3,000.00
Flagmen	1,800	Hour	21.00	37,800.00
Pilot Car	450	Hour	23.00	10,350.00

ROADWORK

Removal of Structures and Obstructions		All Required		5,000.00
General Excavation	3,070	Cu.Yd.	4.16	12,771.20
Traffic Excavation	2,600	Cu.Yd.	4.00	10,400.00
Finishing Roadbed and Slopes		All Required		6,000.00
Watering	60	M-Gal.	10.00	600.00
Cement Treated Base Mixture	4,950	Ton	10.00	49,500.00
Portland Cement in CTB Mixture	270	Ton	89.00	24,030.00
Asphalt in Seal	10	Ton	300.00	3,000.00
Aggregate Shoulders	1,600	Ton	7.00	11,200.00
Class "B" Asphalt Concrete Mixture	17,000	Ton	14.65	249,050.00
Class "B" Asphalt Concete in Leveling	3,800	Ton	15.65	59,470.00
Asphalt Cement in Mixture	1,340	Ton	160.00	214,400.00
Asphalt in Tack Coat	30	Ton	300.00	9,000.00
18-inch Culvert Pipe	10	Lin.Ft.	18.00	180.00
8-inch Sewer Pipe	60	Lin.Ft.	7.85	471.00
10-inch Sewer Pipe	34	Lin.Ft.	8.71	296.14
12-inch Sewer Pipe	1,910	Lin.Ft.	12.25	23,397.50
15-inch Sewer Pipe	420	Lin.Ft.	14.46	6,073.20
18-inch Sewer Pipe	755	Lin.Ft.	16.20	12,231.00
21-inch Sewer Pipe	815	Lin.Ft.	17.00	13,855.00
24-inch Sewer Pipe	38	Lin.Ft.	21.27	808.26

Oregon State Highway Division
Salem, Oregon, December 1, 1980

Federal Aid Project
No. F-29(3)

27-inch Sewer Pipe	1,140	Lin.Ft.	$ 25.25	$ 28,785.00
Extra for Pipe Under Pavement	694	Lin.Ft.	7.00	4,858.00
Special Backfill Material	1,320	Cu.Yd.	5.46	7,207.20
Concrete Manholes	7	Each	1,200.00	8,400.00
Concrete Inlets, Type B	2	Each	420.00	840.00
Concrete Inlets, Type CG-1	33	Each	450.00	14,850.00
Concrete Inlets, Type CG-2	2	Each	475.00	950.00
Concrete Inlets, Type CG-3	4	Each	475.00	1,900.00
Concrete Inlets, Type G-1	6	Each	440.00	2,640.00
Special Inlets	1	Each	400.00	400.00
3-inch Drain Pipe	320	Lin.Ft.	3.00	960.00
Filter Fabric	35	Sq.Yd.	2.00	70.00
Guard Rail, Type 2A	3,575	Lin.Ft.	10.50	37,537.50
Guard Rail, Type 3	200	Lin.Ft.	20.00	4,000.00
Guard Rail Anchors, Type 1	12	Lin.Ft.	190.00	2,280.00
Extra for Guard Rail Bridge Connections	8	Each	260.00	2,080.00
Rail End Pieces, Type C	12	Each	60.00	720.00
CL 4R Chain Link Fence	330	Lin.Ft.	5.60	1,848.00
Concrete Walks	1,045	Sq.Yd.	11.95	12,487.75
Concrete Driveways	390	Sq.Yd.	13.50	5,265.00
Concrete Curbs	200	Cu.Yd.	112.50	22,500.00
Extra for Asphalt Approaches	85	Each	75.00	6,375.00
Extra for Asphalt Walks	85	Sq.Yd.	4.50	382.50
Concrete Barrier	340	Lin.Ft.	25.00	8,500.00
Drainage Curbs	2,100	Lin.Ft.	1.50	3,150.00
Delineators	36	Each	12.00	432.00
Adjusting Manholes	10	Each	150.00	1,500.00
Adjusting Inlets	12	Each	175.00	2,100.00
Capping Inlets	5	Each	75.00	375.00

ALTERNATE "B"

Selected Backfill	447	Cu.Yd.	11.00	4,917.00
Structure Excavation	925	Cu.Yd.	6.50	6,012.50
Metal Bin Type Retaining Wall, Station 2601	All Required			42,200.00

SIGNING

Removal of Existing Sign Installations	All Required			800.00
Move and Reinstall Existing Signs	All Required			1,000.00
Wood Sign Posts	All Required			1,600.00
Type "C" and "D" Signs in Place	79	Sq.Ft.	7.50	592.50
Type "EE" Signs in Place	18	Sq.Ft.	9.00	162.00
Type "T" Signs in Place	27	Sq.Ft.	8.00	216.00
Type "U" Signs in Place	56	Sq.Ft.	13.00	728.00
	Alternate "B"			$1,136,469.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,800.00
Temporary Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	100.00
Asphalt Cement Adjustment	All Required	41,400.00
On the Job Trainees (1 @ $800)	All Required	800.00
		$ 44,600.00

Subtotal (Alt. "B")	$1,181,069.00
Engineering	147,931.00
Total	$1,329,000.00

Length of Roadway - - - - - 2.656 Mi.
Cost of Roadway Per Mile - $500,376.51

Federal Funds (88.15%) - -	$1,171,500
State Funds - - - - - - - - -	157,500
Total	$1,329,000

Group 1 - 98% Group 8 - 2%
Contract No. 9216
Prefix 20-1934
Prefix 20-1036

M. Fk. Willamette R.-Salmon R. (Oakridge)
(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$1,000.00

STATE OF OREGON
HIGHWAY DIVISI

INTEROFFICE MEMO
LOC 3

TO: FILE

DATE: October 29, 1980

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 30 and November 6, 1980, Bid Lettings

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 30, 1980, on the following project.

1. S.E. 17th Avenue-S.E. 28th Avenue (Portland)
   S.E. Holgate Blvd.
   Multnomah County
   Grading, Paving and Structure
   Seven-foot sidewalk available for bicycle and pedestrian use.

Bids will be opened November 6, 1980, on the following projects.

1. Oregon Coast Highway @ 6th Street (Gold Beach)
   Curry County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. M.P. 44.5
   North Santiam Highway
   Marion County
   Grading and Slope Protection

   Same as No. 1.

3. Cannon Beach-Necanicum Junction
   Sunset Highway
   Clatsop County
   Grading and Paving
   Twenty-four-foot roadway with four-foot shoulders except for a left-turn lane at Necanicum Junction where the roadway widens to thirty-eight feet with four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Dean Creek Bridge
Umpqua Highway
Douglas County
Grading, Paving and Structure
Bridge replacement and intersection improvement. Twenty-four-foot roadway with minor widening for right turning traffic. Four-foot shoulders provided throughout project.

Same as No. 3.

5. Roseburg S.C.L.-Junction Coos Bay/Roseburg Highway
Oakland-Shady Highway
Douglas County
Grading and Paving
Six- to eight-foot shoulders throughout project. Shoulder will be striped and signed as a bikeway.

6. Middle Fork Willamette River-Salmon Creek (Oakridge)
Willamette Highway
Lane County
Grading and Paving
Four- to six-foot sidewalk/bikeway on north side throughout most of the project.

cc: D. G. Talbot
E. S. Hunter
L. E. George
F. E. Terpin
George Bell
Don Harwell

9216

11-15-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -29(3)

STATE PROJECT NO. See Below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80346

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Moehring

Info	Inves	R.D.	P.R.	[illegible]	Act	File

10-24
orig

DATE PS&E APPROVED 10/15/80

DATE AUTHORIZATION EFFECTIVE 10/15/80

FEDERAL ROUTE NUMBER Primary 29

STATE ROUTE NUMBER Primary 18

GENERAL LOCATION:

Middle Fork Willamette River - Salmon Creek (Oakridge) section

GENERAL DESCRIPTION OF WORK:

High type pavement overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Permanent and temporary pavement striping S.F. $2,300. Temporary erosion control $100. Asphalt cement adjustment $41,400. On the job trainees $800.

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 10, 1980 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,562,106 Federal Funds $1,376,996.

A signed copy of the Title Sheet is returned herewith.

DATE 10/15/80

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-955

18

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/8/80

Donald L. Vrout

~~John~~

~~Oct. 23,~~ Nov 6, 1980 Bid Letting ______ All Clear Deadline

SECTION Middle Fk. Willamette R-Salmon Cr. (Oakridge)
Highway Willamette
County Lane Region 3
Type of Work Overlay Funds FA (RRR)
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Noise~~
~~Barrier?~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	Statewide CE
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

Form FHWA 121 (1/80)

9216

18

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-29(-)
Middle Fork Willamette River
Salmon Creek (Oakridge) Section
Willamette Hwy., Lane County

Date: October 3, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your proposal of September 24, 1980, concerning the replacement of guardrail and hardware on the above project.

We concur that it is in the public interest to salvage the concrete posts and wood posts for use as indicated in your letter.

G. K. Hassner
for G. L. Green

cc:
OSHD (J H Versteeg, Eng)

1 Versteeg ✓
Anderson
2 Christ[illegible] Dr
Olsen
3 Sullivan JWS
Terpin
Trout
Wakefield

ROAD DESIGN

Jol
o.b.

REFERRED TO
Board
Cole
✓ Eriksen
Hager
Stoudenmeyer
Mann
Watson
Leu
Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
STATE HWY ENGR
OCT 6 - '80
REFER
FOR
Info Inves R/D D/E Sign

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1980

DES 16-1

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Gentlemen:

Middle Fork Willamette River-
Salmon Creek (Oakridge) Section
Willamette Highway
Lane County

RECEIVED
STATE HWY ENG
SEP 25 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

It is proposed to replace approximately 3,250 feet of existing guardrail and hardware on the project. This guardrail has been in service for about 25 years; most of it is half-round shape on concrete posts, an obsolete design. Two runs, about 550 feet altogether, are "W"-beam -- apparently replacements made by State maintenance forces. One run is on concrete posts and the other on wood posts.

State Parks and State Fish Divisions have indicated they could use the concrete posts. State highway maintenance can use the wood posts. We have estimated there will be about 220 concrete posts and 36 wood posts. We believe it is in the public interest to salvage this material and make it available for use by the State.

We propose to specify the existing guardrail and hardware will become the contractor's property. The concrete and wood posts are to be salvaged and stockpiled by the contractor in the State maintenance yard in Oakridge as directed by the engineer.

The concrete posts are assumed to have no salvage value since they are an obsolete design. The wood posts were installed by State maintenance and are not, therefore, considered for salvage value. A credit for contractor's handling costs does not seem appropriate in this case, either. The average haul is approximately one mile. It seems highly unlikely the contractor would be able

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

to dispose of the concrete posts in a different manner in that distance. Therefore, there will be no credit to the project for salvaged materials and handling costs.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
ORIGINAL SIGNED
By DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
D. E. Swan
Alfred Shirley
Jack Sullivan
Fred Eriksen

FE:ja

7216

DES 16-1 18

STATE OF OREGON **INTEROFFICE MEMO**
Highway - Traffic 378-6537

TO: Fred Eriksen
Design Engineer Supervisor

DATE: September 23, 1980

FROM: L. E. George
traffic Engineer

SUBJECT: Middle Fork Willamette River-Salmon Creek
(Oakridge) Section
Willamette Highway No. 18
Lane County

We have reviewed the proposed construction plans for the subject section as requested. Due to the desirability of having the continuous left-turn lane, we will not object to using a 12-foot width in the areas with right of way constraints.

L E George
L. E. George
Traffic Engineer

DKH:jrb

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann
Eriksen FE Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

2 Versteeg ✓
Anderson
1 Christensen DOR
Olson
Sullivan
Terpin
Trost
Wakering

RECEIVED
SEP 24 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Contains Recycled Materials
81-125-1387

SP*75683-125

STATE OF OREGON
HIGHWAY DIVISION

7316

INTEROFFICE MEMO
ENV 7-4

DATE: August 19, 1980

TO: J. H. Versteeg
Engineering

FROM: Anthony J. George, Engineering Coordinator
Tony
Environmental Section

SUBJECT: Noise Study Reports for Plans
and Specifications Preparation

Attached are completed noise study reports. These are being forwarded so that pertinent noise data may be incorporated in the preparation of project plans and specifications.

This submittal is not our noise clearance memo.

AJG:ct

Attachments: Noise Study Reports:

1. Willamette Hwy @ Cloverdale Road, Willamette Hwy, Lane County.
2. Clackamas/Boring Hwy-Foster Road, Clackamas/Boring Hwy, Clackamas County.
3. Pudding River Bridge, Hillsboro-Silverton Hwy, Marion County.
4. North Fork Willamette River-Salmon Creek, Willamette Hwy, Oakridge, Lane County.
5. Diversion Canal Bridge, Joe Wright Road, Klamath County.
6. USRS Canal "J" Bridge, Hatfield Hwy, Klamath County.
7. Green Springs Hwy @ Kerns Swamp, Green Springs Hwy, Klamath County.

RECEIVED
AUG 20 1980
ROAD DESIGN SECTION

copy
Gibson
Sullivan copy
Turpin
1 Trout
Wakefield
Do Not File ☐
Route To
Filing

9216

L.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1980

DES 16-1

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attention Glenn K. Hossner

Dear Sir:

Middle Fork Willamette River-
Salmon Creek (Oakridge) Section
Willamette Highway
Lane County

The main purpose of this FAP (RRR) project is to extend the service life, restore the pavement cross-section and skid resistance with a 4-inch Class "B" structural overlay. Some short sections of pavement widening work will be included to provide a median lane for left-turn movements. This section is approximately 2.7 miles in length and has a daily traffic count varying from 6,000 to 8,900.

The horizontal alignment has a maximum curvature of 5° 30'. The vertical alignment has a maximum gradient of 3.1 percent. The typical section varies from two lanes to four lanes with median left-turn lane to four lanes. From the beginning of project for about 0.9 mile are two 12-foot travel lanes with variable shoulder widths of 2 to 4 feet. This tapers to a curbed section, approximately one mile in length, with four 12-foot travel lanes and a left-turn median lane varying from 12 to 14 feet wide. There is generally a 2-foot offset to the curbs. A concrete walk, 5-foot width, will be constructed on the left side where there are unpaved areas back of the curb. The last 0.8 mile are four 12-foot travel lanes with 2-foot shoulders. This tapers to two lanes at the Salmon Creek structure.

The typical sections described can be constructed within the existing highway right-of-way. A wider section would require additional right-of-way and increase the project cost substantially.

There are two bridges, one at each end of the project, that have been examined and determined to be in satisfactory condition. Both structures are wider than the approach roadway of 24 feet and are therefore of satisfactory width to leave in place.

Guardrail on the project will be upgraded and some additional will be installed. Guardrail flares will be 4-foot maximum.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other than Freeways, AASHTO, 1969".

This project is presently scheduled for the October 23, 1980 contract letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

bc H. S. Coulter✓
E. S. Hunter
D. H. Moehring
F. E. Terpin
Alfred Shirley
Fred Eriksen

FE:ja

1216

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-17-80

FEDERAL AID PROJECT NO. F-29(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80346

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 20 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

6/23

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 6/17/80	FEDERAL ROUTE NUMBER Primary 29 STATE ROUTE NUMBER Primary 18

GENERAL LOCATION:

Middle Fork Willamette River - Salmon Creek (Oakridge) Section

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/4/80 I approve the revised preliminary engineering costs to a TEC of $46,700 with Federal participation $40,054.

(Increase TEC $39,300 Federal funds $33,714)

DATE 6/17/80	SIGNATURE OF APPROVING OFFICIAL G K Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631 855

9216

18

ROAD DESIGN 378-6558

June 6, 1980

Tony George, Eng. Coordinator
Environmental Section

ADOlson
A. D. Olson
Preliminary Design Engineer

Sound Barriers
N. Fork Willamette River-Salmon Crreek Sec.
Willamette Highway (OR 58)
Oakridge, Lane County
Prefix 20-1934

Barrier 1: Information obtained from the Final Design Section shows an existing rock embankment in the area proposed for barrier #1. This embankment appears to be 10 feet higher and 100 feet longer than the proposed berm. The amount of noise mitigation this existing embankment provides should be re-evaluated.

Barrier 2: The most feasible design for this barrier would appear to be a combination concrete wall/shoulder barrier with the wall placed a minimum of 5 feet from the edge of the driving lane, or 36 feet right of center line. The highway at this location is designed with a 2-foot shoulder and is on a 10-foot high embankment. The highway shoulder would need to be widened to accomodate the shoulder barrier.

This barrier would need to be 9- to 12-feet high and would need to be shortened from 375 to 325 feet in order to achieve the proper sight distance for safe access to the hgihway from the side streets. The amount of mitgation this revised wall would provide will need to be re-evaluated.

The estimated cost to construct a combination wall/shoulder barrier between Stations 1180+75 and 1184+00 Rt. including the cost for shoulder widening is $80,000. Wall costs vary from $223 to $260 per lineal foot, averaging $240 per lineal foot over the 325-foot length.

There would be no apparent adverse impact to the road design by constructing this wall.

This would be a type 1-B project.

RM:cj

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 6 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ENV 3

May 16, 1980

Salem, OR 97310

FROM: Anthony J. (Tony) George, Eng. Coordinator
Environmental Section

TO: Hal Versteeg
Engineering

SUBJECT: Sound Barriers
N. Fork Willamette River-Salmon Cr.
Willamette Highway (OR ~~38~~)58
Oakridge, Lane County

The project noise study investigates the use of two sound barriers (See Figures 1, 2, 3 and Table 1). These sound barriers would mitigate traffic noise for eight residences (seven of which are mobile homes).

Aerial photography and the location maping indicates sufficient R/W for a berm - Barrier #1. (Please varify). Restricted R/W width for Barrier #2 dictates the use of a wall. This could be wood.

Please provide cost estimates for each. In addition, include any anticipated additional cost such as for drainage, safety, right-of-way, etc. Also, any other assessment as to engineering feasibility would be appreciated.

If you have any questions or require additional information, please feel free to contact Ted Pallister or myself.

AG:TP:ct

Attachments

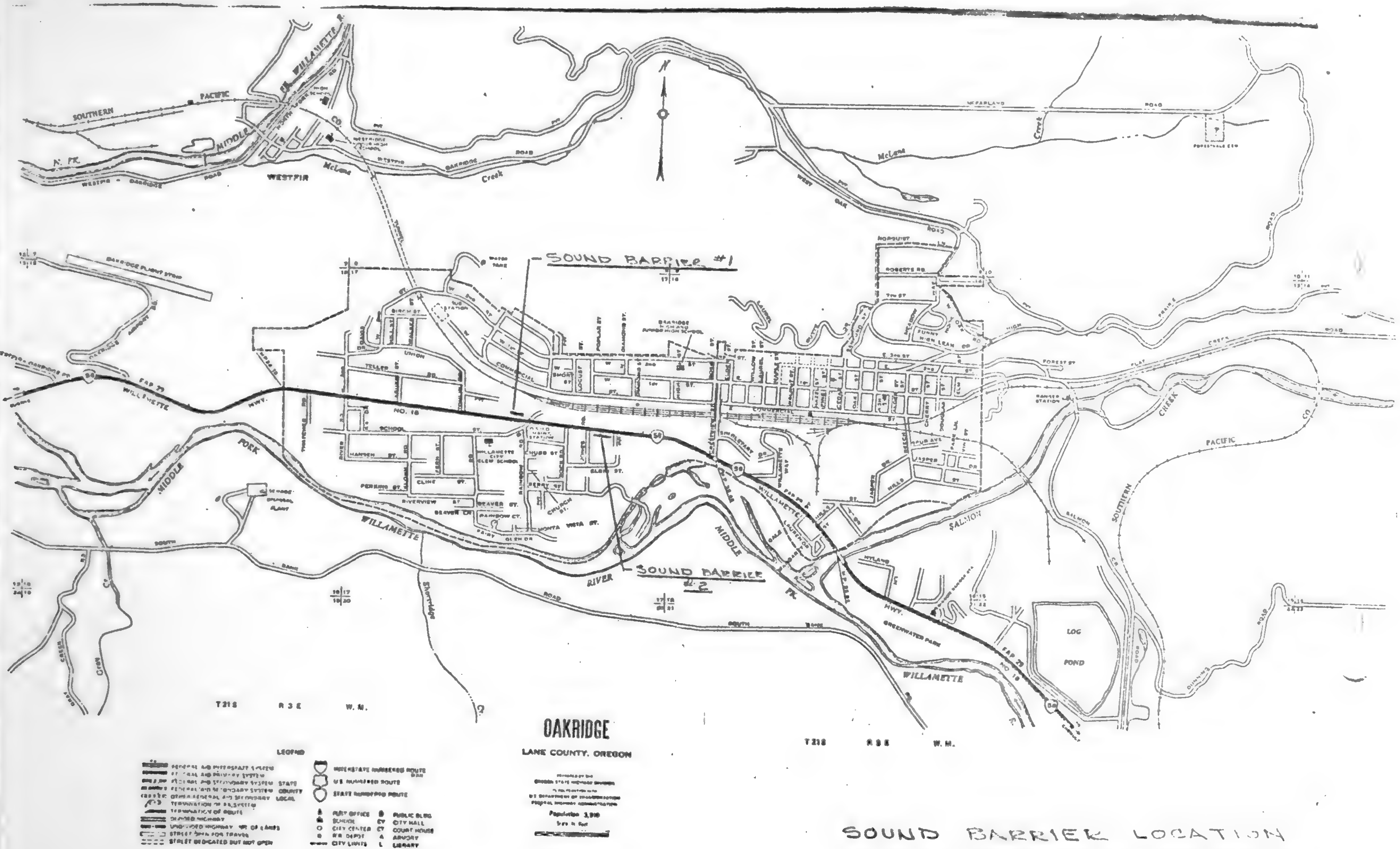
cc: A.D. Olson

1

2

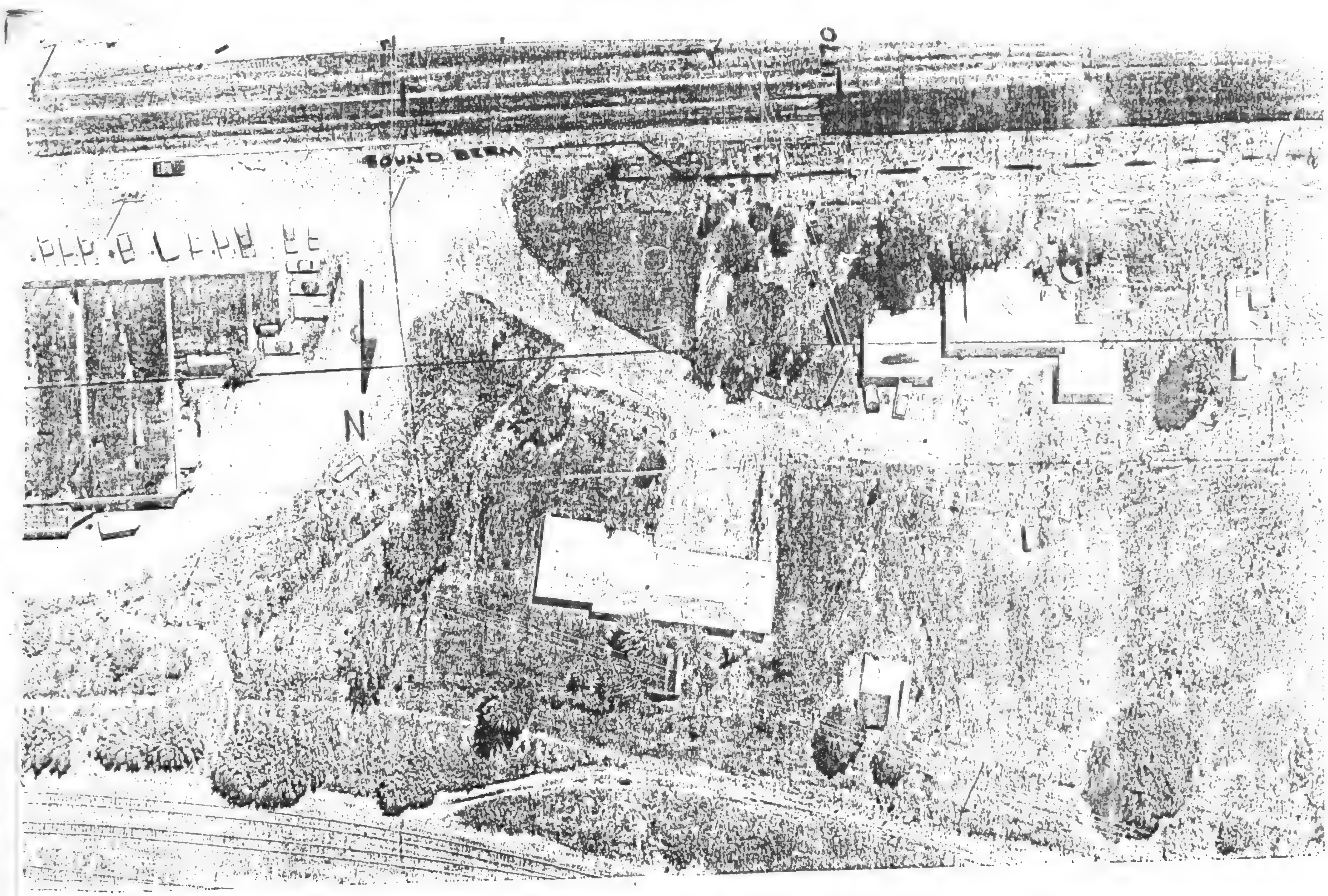
BARRIER AND NOISE LEVEL DATA

BARRIER	ACTIVITY AREA	HEIGHT (FT)	LENGHT (FT)	INSERTION LOSS (dBA)	2000 - NOISE LEVEL (LEQ dB	
					W/O BARRIER	WITH BARR
#1 (SOUND BERM)	1 RESIDENCE	8	300	6	69	63
#2 (SOUND WALL)	MOBILE HOME PARK (7 MOBILE HOMES)	8	375	4	70	66

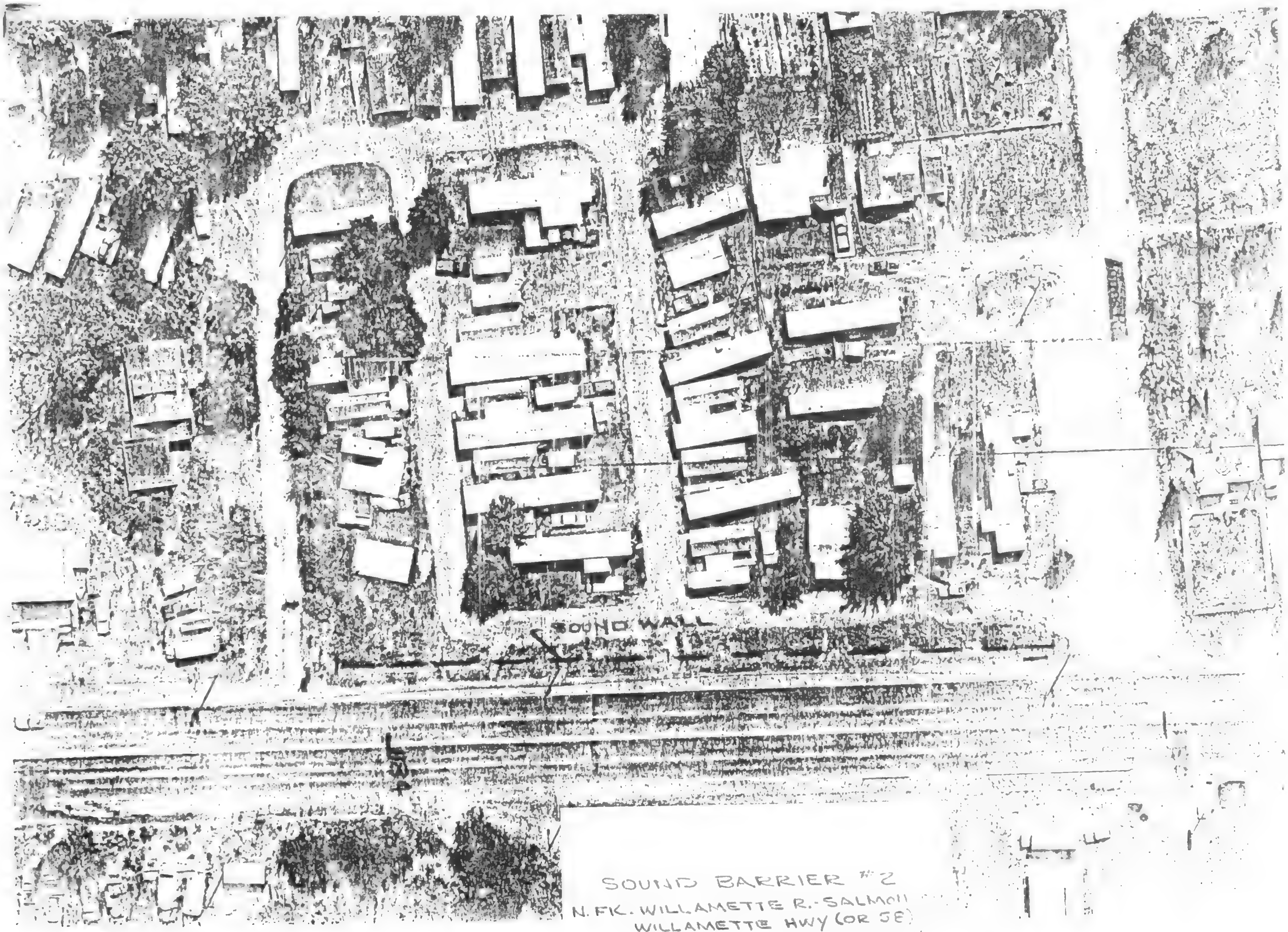


SOUND BARRIER #1
SOUND BARRIER #2
OAKRIDGE
LANE COUNTY, OREGON
Population 3,900
LEGEND
STATE
COUNTY
LOCAL
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
T21S
R3E
W.M.
N
WESTFIR
N. FK. WILLAMETTE R.
SOUTHERN PACIFIC CO.
MIDDLE FORK WILLAMETTE RIVER
McLane Creek
SALMON CREEK
LOG POND
WILLAMETTE HWY.
COMMERCIAL
58

SOUND BARRIER LOCATION
N. FK. WILLAMETTE R. - SALMON CR
WILLAMETTE HWY (OR 58)


SOUND BERM
N
170

SOUND BARRIER #1
N.FK. WILLAMETTE R.- SALMON CR.
WILLAMETTE HWY (OR 58)
OAKRIDGE, LANE COUNTY



SOUND BARRIER #2
N. FK. WILLAMETTE R.-SALMON
WILLAMETTE HWY (OR 58)
OAKRIDGE, LANE COUNTY

9216

18

L. L. Wallace
Assistant Bridge Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

March 19, 1980

Middle Fork Willamette River-
Salmon Creek Section
Willamette Highway MP 34.2-MP 36.0
Lane County

A 3-1/2 inch overlay of the existing highway is proposed on the subject section. The project terminates at the west end of Salmon Creek Bridge. Please review and submit your recommendations for handling the overlay at the following structure:

MP 36.0 Salmon Creek Bridge (west end)

Also, guardrail bridge connections will be required at the west end of Salmon Creek Bridge. Please furnish standard drawing numbers or special drawings for bridge connections.

This project is scheduled for the June 26, 1980, bid letting. Please furnish us this information by March 28, 1980.

FE:ab
cc: Alfred Shirley, Jr.
Jerry Miller

9216 NF 18

STATE OF OREGON
HIGHWAY DIVISION - ODOT
DEPT
378-6883
TELEPHONE

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: March 5, 1980

FROM: George C. Wills
Location Field Engineer

SUBJECT: Middle Fork Willamette River-Salmon Creek
Willamette Highway
Lane County

Location estimate on subject project is substantially over the estimate shown in the Six-Year Program. Several factors contributed to the increase. The original program amount was based on insufficient tonnage of A.C. for overlay due to the lack of knowledge of the existing pavement widths (existing road widened by maintenance forces from M.P. 34.1 to 36.0), and nearly doubling of costs for A.C. mixture and asphalt. The cost for overlay alone for the section went from $510,000 in the February 1978 Six-Year Program to $1,050,000 in the current estimate.

Current discussions between region and the community of Oakridge indicate the need for curb and storm sewers for part of the project at a cost of about $300,000 (see attached memo of February 20, 1980, Jim Gix.

Need for pavement rehabilitation on the entire segment is apparent and should not be deferred.

The project is therefore being transmitted to the drafting room with the recommendation to prepare the $1,357,000 project noted on the attachments.

1 Versteeg ✓
Anderson
2 Christensen Dor
Olson
3 Sullivan [illegible]
Terpin
Trout
Wakerlig

RECEIVED
MAR 06 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Action

GCW:ge

cc: D. E. Swan w/att.
J. H. Versteeg w/att.
A. Shirley

REFERRED TO
Beard
Cole
Erikson
Hager
Stoudenmeyer
Sample
Watson ✓ Ht
Return
BY FINAL DESIGN ENGINEER

Form [illegible]

Middle Fork Will. R. - Salmon Creek
2-3 80

M.P. 33.2 - M.P. 34.1	
Extg. (Min 12' & 4')	$210.000
M.P. 34.1 - M.P. 35.9	
Field Estimate	$987.000
M.P. 34.3 - M.P. 35.9	
Additional Ac.	$160.000
Estimate Total Cost	$1.357.000

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 20, 1980

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Informational Hearing
Oakridge Overlay
Lane County

TO: MEMO TO THE FILES

On the evening of February 11, 1980, an informational hearing was held at the Oakridge City Council Chambers at 5:30 P.M. This was the second public forum on the subject of highway improvements in the City of Oakridge. The first meeting was held in conjunction with the City Council meeting and the Traffic Safety Committee and we were represented by Dave Jones, Resident Engineer.

We set up our aerial mosaic of East Oakridge on which Marty Havig had projected a curb line for a 66' roadway and our right-of-way line, which typically is 80'.

Connected with the overlay work on schedule, we have proposed drainage correction and curbs from Rock Avenue eastwardly to near the city limits. This utilizes the storm sewer facility that the Highway Division paid for in 1976.

The City of Oakridge was represented by David Waffle, City Administrator, Jerry Shanbeck and four members of the City Council. Highway Division was represented by J. Gix, M. Havig, D. Jones and G. Parker.

Due to the size of the gathering, about 25 persons, and the need to discuss specific details, the meeting took the format of an informal hearing with everybody using the projection to answer questions and measure specific impacts.

About 6:00 P.M. we convened into a panel situation and made a short formal presentation of the history and development of the project. After this, we fielded questions and held a discussion through about 7:10 P.M.

Early in the meeting, the impacted property owners were asking for a simple overlay with no change in status quo. After developing the need for drainage to protect the investment, we considered the alternate of 4 lanes plus parallel parking. Eventually the concerned parties reaches a consensus that if the improvement was necessary, they would accept the 5-lane section with a parking restriction for safety reasons.

RECEIVED
FEB 22 1980
LOCATION SECTION

NOTED
J. GRASSMAN

NOTED
F. E. TERPIN

As usual, we had a couple of people who were concerned about pedestrian problems and our lack of action to solve them. We explained the problems with pedestrian bridges and excessive use of the crosswalk and promised to look into a safe speed study after completion of the improvement. We also indicated a pedestrian-bicycle walkway on one side.

We now feel confident to proceed with the project as submitted by region.

jjg/cw

cc J. H. Versteeg ✓
Frank Terpin ✓
Robert Ewen
Dave Jones
Marty Havig
David Waffle

Middle Fk. Will. R. - Salmon Cr.
Willamette Highway
Lane County
2-25-80

Memo.

The recently completed Location Survey on the subject section of the Willamette Highway did not include an A.C. overlay for the two lane section ie: M.P. 33.2 - M.P. 34.0. Also the estimate of cost included with the survey considered only a 2½" A.C. O'lay (includes 1" leveling) for the easterly 4 lanes - M.P. 34.9 to M.P. 36.0.

The Location Unit Surfacing design dated August 23, 1979 recommends 4" plus 1" allowance for leveling A.C. O'lay. This since has been modified to a 4½" A.C. O'lay including the 1" allowance for leveling.

It is estimated to cost an additional $370.000 for the recommended A.C. O'lay surfacing design. This additional cost would bring the field location total to $1,360.000.

Form 81-734-2049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

1-28-80

Middle Fork Willamette R - Salmon River
Willamette Highway

12'S & 4'S Min

Length 0.84 mi

M.P. 33.29 - M.P 34.13

ITEM			UNIT	QUANT	COST	Total
Mobilization		8%				10.765
Temp. Prot. & Direction of Traffic		%				4037
Asphaltic Concrete			Ton	4877	14	68,278
Asphalt in Mix			Ton	342	170	58,140
Tack Coat			Ton	3	250	750
Aggregate Shldr. Mat'l.			Ton	740	10	7400
Misc items		8%				10.765
					134.568	
			Subtotal			160.135
		+	30% E and c			49.865
			O'lay			*210.000

*$0^{\underline{28}}$ / in / Sq. Ft.

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Middle Fork Will. R. - Salmon Creek
Willamette Highway
Lane County

2-22-80

M.34.8 - M.P. 35.9

Length 1.06 mi.

Mobilization	8%			
Temp Protection	4%			
Flagging	1.1%			
Class "B" A.C.	Ton	3852	$20-	77040
Asphalt in Mix	Ton	250	$170-	42500
	+ 13.1%			
			=	
	Subtotal			$135,200
	+ 20% E&C			$24 800
$0.27/sq. Ft./in.	* Add'l. Asp. Conc.			$160.000

* Add'l Asphaltic Conc. required to bring Field Location Estimate to Strength requirements by Surfacing Design 8-23-79

Sta. 1171 to 1190 = 1900 } 5620
2613+50 to 2576+30 = 3720

Sta. 1171± - 1190 =
= 2613+48 - 2576+30

Additional A.C. required to add to field estimate for required strength re: Surfacing Design 8-23-79

75 Sq. in × (1"=20)(1"=200) = 300,000 Sq. Ft.

AC Mix (300,000)$\overset{\text{add'l}}{(2")}$(0.00642) = 3852 Tons

Asphalt in Mix 3852 (0.065) = 250 Tons

Location Section
Surfacing Design Unit

Section:	M. Fk. Willamette R.-Salmon Cr. (Oakridge)	Date	August 23, 1979
Highway:	Willamette #18	Twenty Year Traffic Coefficient	11.3
County:	Lane	18 kip s.a. per day	891.6
Prefix:	20-1934	R value	19
Res. Engr.	Ellis Jones	Frost Penetration	- - - -
		CBE Total Requirement	32.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS		COMPONENT	CREDIT
1.5"		A.C. (Final Stage)	3.0
~~4.0"~~	3½	A.C.	8.0
12.0"	12	T.B.	21.5
17.5"			32.5"

EXISTING ROADWAY

1.5"		A.C. (Final Stage)
~~4.0"~~	3½	A.C.O.L. with 1.0" allowance for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

These Factors apply to materials that comply with Standard Specifications and Special Provisions.

- F.H.W.A.
- Location Engineer
- Construction Engineer
- Materials
- Region Engineer
- Resident Engineer
- Specifications Engineer
- Final Design Engineer

Prelim Pr. 1-28-[illegible]

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

8

SECTION Middle Fork Willamette River - Salmon Cr[illegible] UNIT ______ Sheet [illegible] of [illegible]

HIGHWAY Willamette Highway PREFIX [illegible] COUNTY [illegible]

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
		Mobilization [illegible]	[illegible]	---------	---------	[illegible]
		Temporary Protection & Direction of Traffic [illegible]	[illegible]	---------	---------	30 [illegible]
		[illegible]	[illegible]			[illegible]
		[illegible]	[illegible]	[illegible]		[illegible]
		Trench Excavation	[illegible]	[illegible]		[illegible]
		Ditch Excavation	[illegible]	[illegible]		[illegible]
		Concrete Inlets [illegible]	[illegible]			
		" " " [illegible]	[illegible]			[illegible]
		" " " [illegible]	[illegible]			[illegible]
		" " " [illegible]	[illegible]			[illegible]
		" " " [illegible]	[illegible]			[illegible]
		" " " [illegible]	[illegible]			
		[illegible]	[illegible]		1200.00	8400.00
					250.00	2000.00
		[illegible]	[illegible]		[illegible]	[illegible]
		Cap [illegible]	[illegible]		[illegible]	
		Remove Inlets	Only	2	[illegible].00	[illegible].00
		[illegible]" Sewer Pipe	Lin. Ft.	[illegible]	[illegible].50	[illegible].00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Sheet 2 of 3

SECTION Middle Fork Willamette River - Salmon Creek UNIT

PREFIX [illegible]-1934 COUNTY Lane

HIGHWAY Willamette

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
		12" Sewer Pipe	Lin. Ft.	[illegible]	[illegible]	[illegible]
		[illegible]	Lin. Ft.	[illegible]	[illegible]	[illegible]
		[illegible] Sewer Pipe	Lin. Ft.	[illegible]	[illegible]	[illegible]
		[illegible]	Lin. Ft.	[illegible]	[illegible]	[illegible]
		24" Sewer Pipe	Lin. Ft.	[illegible]	35.00	1050.00 [illegible]
		Extra for [illegible]	Lin. Ft.	74	[illegible]	[illegible]
		[illegible] Mixture	Ton	[illegible]	[illegible]	[illegible]
		Asphalt in Mixture 150 6 9	Ton	[illegible]	[illegible]	[illegible]
		Cement Treated Base	Ton	[illegible]	[illegible]	[illegible]
		Cement in C.T.B.	Ton	[illegible]	[illegible]	[illegible]
		Asphalt in Seal Coat	Ton	[illegible]	[illegible]	[illegible]
		[illegible]	Ton	[illegible]	[illegible]	[illegible]
		[illegible]	[illegible]	[illegible]	200.00	23 200.00 [illegible]
		[illegible] 145.00	Lin. Ft.	[illegible]	[illegible]	[illegible]
		Concrete [illegible] Barrier	Lin. Ft.	[illegible]	[illegible]	[illegible]
		Adjust Mail Boxes	Only	[illegible]	[illegible]	300.00
		Adjust Guard Rail	Lin. Ft.	[illegible]	5.00	1,500.00
		Extra for A.C. Walks 6100260	Sq. Yd.	1,761.	2.50	4 403.00 10,566.00

[illegible]

[illegible]

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

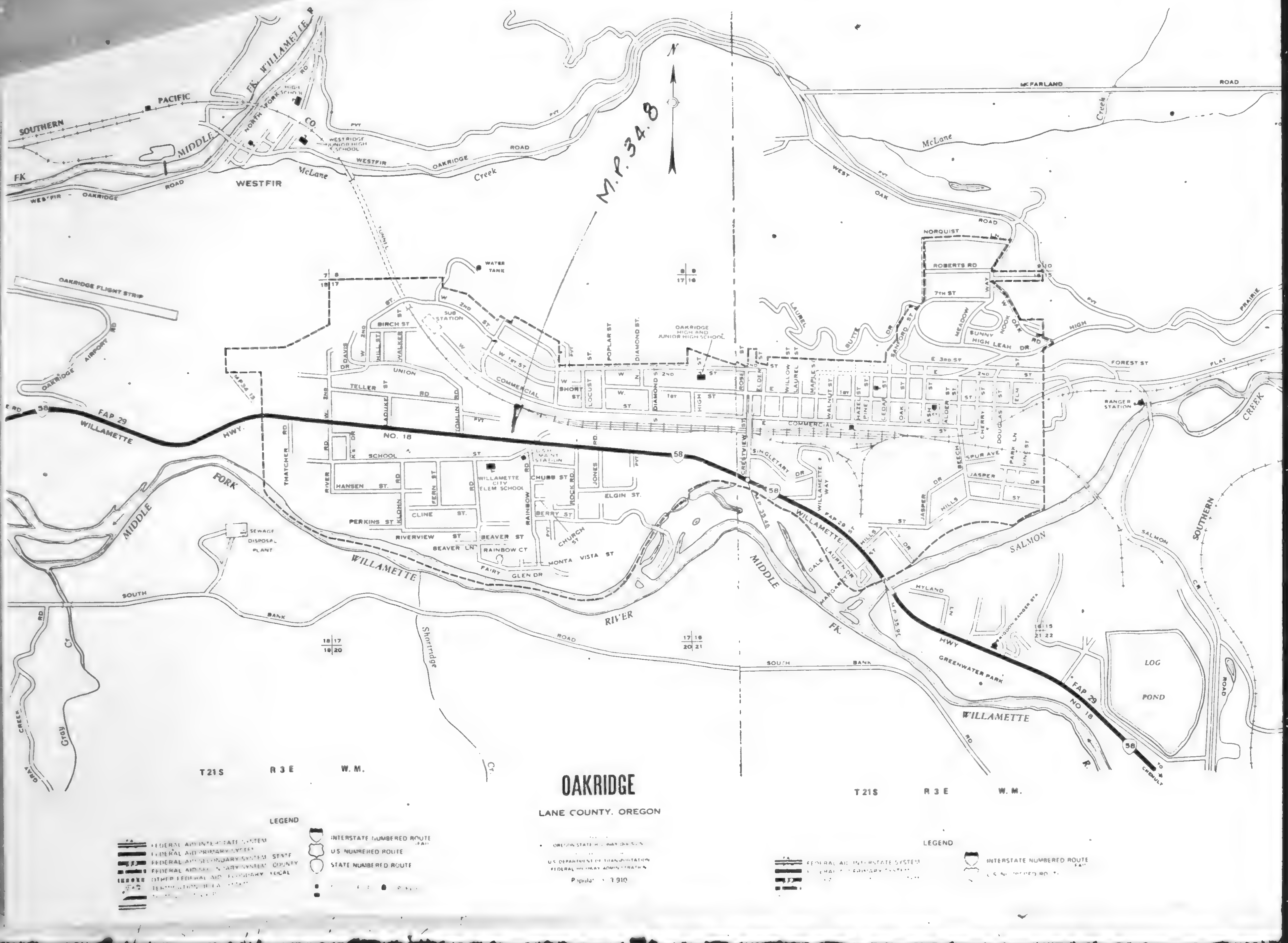
Sheet 3 of 3

SECTION Middle Fork Willamette River - Salmon Creek UNIT

PREFIX [illegible] COUNTY Lane

HIGHWAY Willamette

ITEM No.	SPEC. No.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	AMOUNT
						4 280 [illegible].433.[illegible]
[illegible]		[illegible]	[illegible]	---------	---------	[illegible].[illegible]32.2[illegible]
[illegible]		[illegible]				
						[illegible],034.76
						[illegible] 58,11 –


SOUTHERN
PACIFIC
FK. WILLAMETTE R.
MIDDLE
FK
NORTH FORK
HIGH SCHOOL
CO.
WESTRIDGE JUNIOR HIGH SCHOOL
WESTFIR
WESTFIR - OAKRIDGE ROAD
McLane Creek
WESTFIR OAKRIDGE ROAD
PVT
TUNNEL
M.P. 34.8
N
McFARLAND ROAD
WEST OAK ROAD
NORQUIST RD
ROBERTS RD
OAKRIDGE FLIGHT STRIP
OAKRIDGE AIRPORT RD
WATER TANK
SUB STATION
OAKRIDGE HIGH AND JUNIOR HIGH SCHOOL
58
FAP 29
WILLAMETTE HWY.
NO. 18
THATCHER RD
RIVER RD
HANSEN ST
SCHOOL ST
PERKINS ST
KLOHN RD
CLINE ST
FERN ST
RIVERVIEW ST
BEAVER ST
BEAVER LN
RAINBOW CT
RAINBOW RD
FAIRY GLEN DR
MONTA VISTA ST
CHURCH ST
BERRY ST
CHUBB ST
ROCK RD
JONES RD
ELGIN ST
WILLAMETTE CITY ELEM SCHOOL
TELLER RD
UNION
DAVIS
HILL ST
WALKER ST
BIRCH ST
LADUKE ST
TOMLIN RD
COMMERCIAL
W 1ST ST
W 2ND ST
SHORT ST
LOCUST ST
POPLAR ST
DIAMOND ST
HIGH ST
ROSE ST
ELDER ST
WILLOW ST
LAUREL ST
MAPLE ST
WALNUT ST
HAZEL ST
PINE ST
CEDAR ST
OAK ST
ASH ST
ALDER ST
CHERRY ST
DOUGLAS ST
ELM ST
CRESTVIEW ST
SINGLETARY DR
WILLAMETTE WAY
GALE
LAUREN DR
MARGARET
HILLS ST
JASPER HILLS DR
JASPER ST
BEECH
SPUR AVE
PARK LN
VINE ST
E 3RD ST
SANFORD ST
BUTTE DR
MEADOW
BUNNY NOOK
HIGH LEAH DR
OAK RD
7TH ST
WAY
HIGH PRAIRIE
FOREST ST
FLAT CREEK
RANGER STATION
SALMON CREEK
SOUTHERN
MYLAND LN
GREENWATER PARK
LOG POND
ROAD
TO CHEMULT
WILLAMETTE R.
MIDDLE FK.
M.P. 33.46
M.P. 35.91
SEWAGE DISPOSAL PLANT
MIDDLE FORK WILLAMETTE RIVER
SOUTH BANK ROAD
Shortridge Cr.
GRAY CREEK RD
Gray Cr.
T21S R3E W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
INTERSTATE NUMBERED ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE

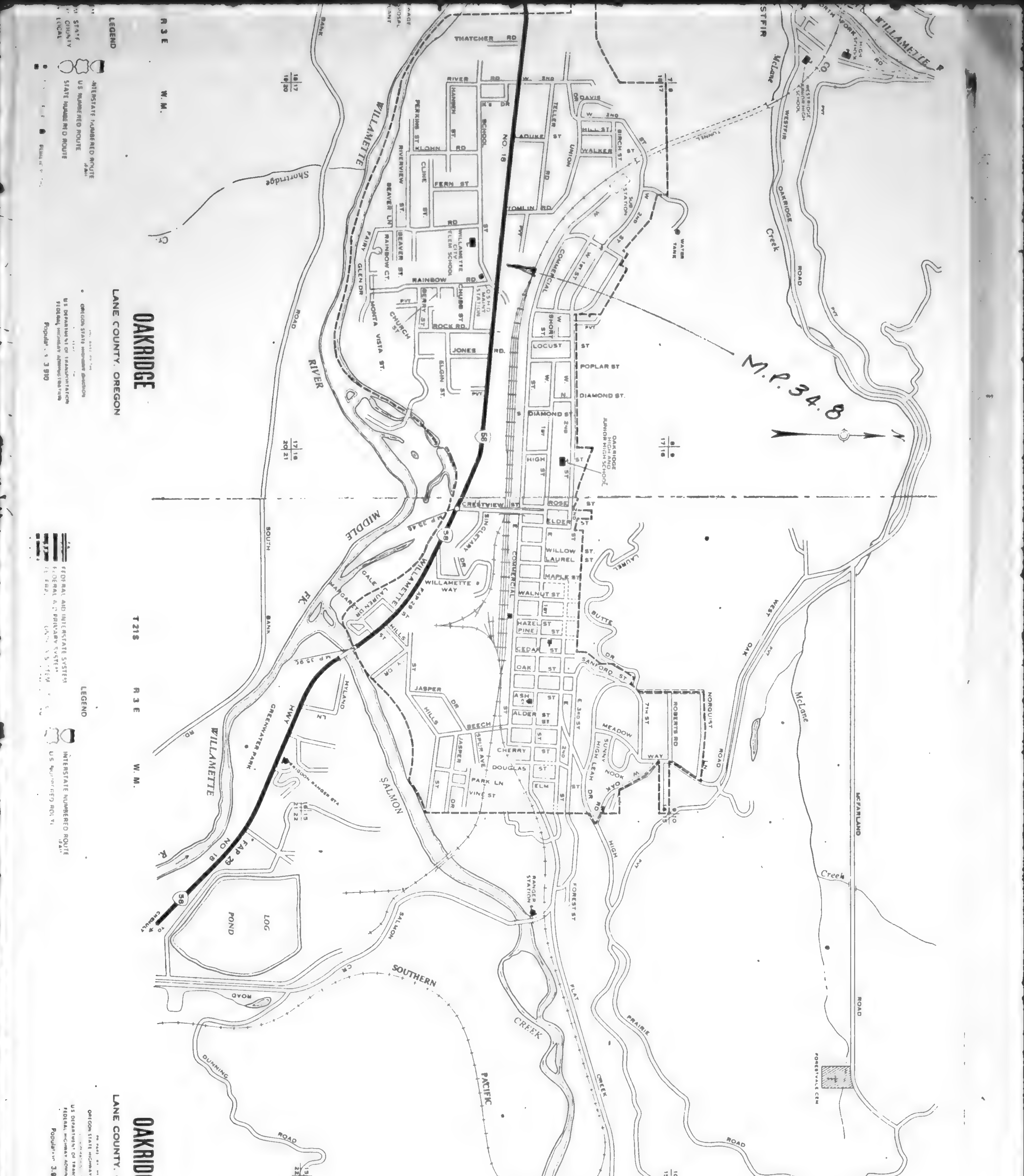
OAKRIDGE

LANE COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 3,910


OAKRIDGE
LANE COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 3,910
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
STATE
COUNTY
LOCAL
FEDERAL AND INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
R 3 E
W.M.
T21S
M.P. 34.8
M.P. 35.46
M.P. 35.96
THATCHER RD
RIVER RD
NO. 18
WILLAMETTE
MIDDLE FK. WILLAMETTE R.
RIVER
SOUTH BANK ROAD
Shortridge
KLOHN RD
FERN ST
TOMLIN RD
RAINBOW RD
ROCK RD
JONES RD
COMMERCIAL
CRESTVIEW ST
ROSE ST
ELDER ST
WILLOW ST
LAUREL ST
MAPLE ST
WALNUT ST
HAZEL ST
PINE ST
CEDAR ST
OAK ST
ASH ST
ALDER ST
BEECH
CHERRY ST
DOUGLAS ST
ELM ST
LOCUST ST
POPLAR ST
DIAMOND ST
HIGH ST
OAKRIDGE HIGH AND JUNIOR HIGH SCHOOL
WILLAMETTE ELEM SCHOOL
WESTRIDGE ELEMENTARY SCHOOL
WESTFIR
NORTH FORK
McLane Creek
OAKRIDGE ROAD
WEST OAK ROAD
McFARLAND ROAD
SALMON CREEK
SALMON
LOG POND
DUNNING ROAD
SOUTHERN PACIFIC CO
FLAT CREEK
PRAIRIE
HIGH PRAIRIE ROAD
FOREST ST
RANGER STATION
GREENWATER PARK
HWY
FAP 29
58
TO EUGENE
FORESTVALE CEM
WATER TANK
SUB STATION
NORQUIST ROAD
ROBERTS RD
MEADOW WAY
BUTTE DR
SANFORD ST
JASPER HILLS DR
HYLAND LN
WILLAMETTE WAY
MARGARET
GALE
SINGLETARY DR
CHURCH ST
MONTA VISTA ST
ELGIN ST
GLEN DR
FAIRY
RAINBOW CT
BEAVER ST
BEAVER LN
RIVERVIEW
CLINE
PERKINS ST
HANSEN ST
SCHOOL
LADUKE ST
UNION
TELLER RD
DAVIS
HILL ST
WALKER
BIRCH ST
W 1st ST
W 2nd ST
SHORT ST
CHUBB ST
BERRY ST
PARK LN
VINE ST
SPUR AVE
JASPER
SUNNY NOOK
HIGH LEAN DR
OAK RD
E 3rd ST
7th ST
LAUREL BUTTE
PVT

9216 18

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

March 4, 1980

In Reply Refer to
File No.:

David R. Waffle
City Administrator
City of Oakridge
Oakridge OR 97463

Dear Mr. Waffle:

This will acknowledge your letter of February 25, 1980 advising us of the recommendations from your city council meeting of February 21, 1980.

We appreciate the support and cooperation of the city council and your office in making the overlay-widening project feasible.

I have given their recommendations for crosswalks, flasher and other traffic matters to our Region Traffic Engineer who will conduct the necessary investigations. As each investigation is complete, you will be notified of the results and actions to be taken.

I would expect that the construction of a sidewalk and drainage would be with the understanding that the city will accept maintenance of features beyond the curb line as is customary in incorporated cities.

I cannot make a commitment on the corridor study recommended. We will propose the project for inclusion in the next 6-year plan and a formal survey would follow that step.

We will attempt to include the left turn refuges in the uptown area if feasible. As soon as preliminary plans are available, Mr. Jones will be in contact and make them available for review.

Cordially,

JAMES J. GIX
Regional Construction Engineer

jjg/cw

cc J. H. Versteeg ✓
Larry Asburry
Dave Jones
Marty Havig

Form 734-3122

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer
Sample ✓
Watson
Doss
Leu
Due
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER
Please send a copy of this to City-County Doc

RECEIVED
MAR 05 1980
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up
Action
1 Versteeg ✓
Anderson
2 Christensen
Olson
3 Sullivan
Terpin
Trout
Waxerig

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Eugene

February 28, 1980

FROM: Larry R. Asburry
District Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: N. Fork Willamette River
Salmon Cr. (Oakridge) Sec.
Willamette Highway

Attention: Jim Gix

I have received a copy of the City of Oakridge's letter of recommendations for the subject project and would like to address some of their concerns.

Item I. Enter into an agreement for the City to maintain any sidewalk or bikeways. My particular concern is the cut area on the north side of the highway near the bowling alley. The gravel material continually erodes down the slope onto the shoulder. This is a continual maintenance problem now and would be much more so if a bikeway were built through it.

Item 3. Curb cuts should be no more than standard size.

Item 4. This appears to be a bit excessive. Crosswalks give the pedestrian a false sense of security.

Item 5. This is ludicrous. Flashing lights are a panacea to many people. In all actuality, the effectiveness of a flashing light is of a very short duration.

Item 8. Good luck!!

ROSEBURG REGION
RECEIVED
FEB 29 1980
Ib

RE	RME	[illegible]	ROE	TE
RUE	DES	[illegible]R	RPR	RLE
ENV	FAE	RBI	SEC	

LRA:rh

CITY OF OAKRIDGE

OAKRIDGE, OREGON 97463

782-2258

February 25, 1980

Jim Gix
Regional Construction Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Dear Jim,

The Oakridge City Council has formulated a consensus, through a series of public meetings, on the design issues of the Highway 58 overlay/widening project in Oakridge. At the February 21st Council meeting they adopted the following recommendations.

1. Construct a 5' sidewalk/bikeway on north side of highway through widening area.
2. Construct drainage with curbs and gutters through widening area.
3. Allow liberal treatment for curb cuts for affected property owners. Increase size where necessary to accomodate truck traffic.
4. Paint pedestrian crosswalks at the following locations (conditions do not warrant stop lights):
    a. intersection of West Second Street (east side).
    b. in line with walkway next to Oakridge Insurance Agency and between roller skating rink.
    c. intersection of Rainbow Road (east side).
    d. intersection of Jones Road (west side).
    e. intersection of Hills Street (west side).
5. Install flashing amber/red light at intersection of West Second/River Road and Highway 58.
6. Install fifth lane for left turning, from existing area by Drive -N- Save to a point no further than approximately 350' west of W. Second intersection. This would move end of turning lane eastward from previous design.
7. Conduct a safe speed study through town but do not increase speed limit.
8. Complete a corridor study of the eastern end of town by the end of 1980 and inform affected property owners of future right-of-way acquisition plans.
9. Construct, as part of project, left turn refuges at Crestview and Hills Street intersections and provide area for left turn refuge at proposed industrial park access.

ROSEBURG REGION
RECEIVED
FEB 27 1980

RE	RMC	RCE	RCF	TE
RUE	RES	RSR	RPR	RLE
ENV	FAE	RBI	REC	

10. Oakridge Council will pass a resolution to ban parking along Highway 58.

Additionally, the Council would like the chance to review the final plans for concurrence.

In review, the Council's position is in favor of the project and the City is very willing to work with the Highway Division on any projects or improvements.

Dave

David R. Waffle
City Administrator

cc: Dave Jones
Jerry Shanbeck

DRW/tm

1216

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1979

In Reply Refer to
File No.:

1. Polallie Cr. - Mt. Hood
2. Middle Fk. Will. R. - Salmon
3. Odell Lake - Nakualla

A. R. Westby
Office of Federal Highway Projects
Federal Highway Administration
610 East Fifth Street
Vancouver, WA 98661

Dear Mr. Westby:

Foster Reservoir-Cascadia State Park Section
Santiam Highway, Forest Highway #32
Linn County

In addition to the three projects already given you by phone as substitutes for the subject project, the following projects are submitted for consideration as substitutes also:

1. Nesika Beach-Wedderburn Section
   Oregon Coast Highway, Forest Highway #10
   Curry County
   Overlay and Safety 6.5 miles $500,000±
2. Willamette Junction-Chemult Section
   The Dalles/California Highway, Forest Highway #19
   Klamath County
   Overlay and Safety 7.0 miles $1,000,000±
3. Castle Rock-Cedar Creek Section
   Three Rivers Highway, Forest Highway #1
   Tillamook County
   Overlay 11.7 miles $900,000
4. Fox-Beech Creek Section
   Pendleton-John Day Highway, Forest Highway #34
   Grant County
   Overlay-Widen 11.9 miles $2,200,000±

RECEIVED
TECHNICAL SERVICES
MAY 18 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

If it is determined to substitute one or more of these projects for the Foster Reservoir-Cascadia State Park project, please let us know and we will begin work on getting plans and specifications prepared for your use.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
FHWA

Form 734-3122

1216 8-16-78

2

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-29(1)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80346

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-16-78

FEDERAL ROUTE NUMBER Primary 29

STATE ROUTE NUMBER Primary 18

GENERAL LOCATION:

Middle Fork Willamette River-Salmon Creek (Oakridge) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work and
☐ OTHER (Specify) archeological salvage TEC NTE $7,800 F.F. $6,340.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 21, 1978, I concur that the subject project is a non-major action under the provisions of FHPM 7-7-2 paragraph 10e.

NOTED
F. B. KLABOE

DATE 8-16-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1980 Leroy St.-S.P. Xing Sec. 9217
of the Woodburn-Estacada Hwy. in
Molalla. (Bikeway)

#9217 4-7-81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr.(Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981 Keasey

C. T. Keasey
Asst. State Highway Engineer

#9217 L.

STATE OF OREGON
Railroad & Utilities 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: ✓H. S. Coulter
State Highway Engineer

DATE: April 3, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

R D Trygstad

SUBJECT: SXF: 1206
CROSSING NO: CJ-757.5

BUILDING

Attached is a copy of Order No. 81-206 issued by the Public Utility Commissioner on March 31, 1981, relative to the above subject matter.

RDT/llr
Attachment
cc: C. T. Keasey
R. L. Schroeder
Willard Hoffman
H. E. Woodward
E. L. Hardt
R. P. Hamilton
J. L. Sollis
Bob Judson

NOTE TO HARDT: This is part of LeRoy St.-SP Xing (Molalla) Section. We can now go ahead with work near the tracks with State Forces. Railroad should be advised three days before we do any work over tracks.

RECEIVED
STATE HWY ENGR
APR 6 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 81-206

ENTERED March 31, 1981

PUC CROSSING NO. CJ-757.5
DOT CROSSING NO. 760 226 H

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1206

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of W. Main Street (OSH 211) and the tracks and right-of-way of Southern Pacific Transportation Company, Molalla Branch, in Molalla, Clackamas County, Oregon.)	ORDER

On September 12, 1980, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of the Woodburn-Estacada Highway (Route 211; Main Street) and the main track and right-of-way of Southern Pacific Transportation Company, Molalla Branch, in Molalla, Clackamas County, Oregon.

Comments and recommendations on the application were made by various parties as follows: City of Molalla by letter dated January 30, 1981; PUC staff by letters dated February 4 and 18, 1981; and Southern Pacific Transportation Company by letter dated February 24, 1981.

Copies of the application and responses thereto were duly served upon Southern Pacific Transportation Company, Clackamas County, City of Molalla and applicant. No objection by any party has been made to granting of the application.

The Woodburn-Estacada Highway is basically oriented east-west through the City of Molalla. In the vicinity of the highway, the railroad track lies north-south.

Applicant proposes to alter the existing crossing by constructing a 6-foot wide paved bicycle lane (Class II) parallel to the north side of the highway across the railroad. The alteration is part of a project to construct a bicycle lane from Leroy Street on the west to Shaver Street on the east, a distance of approximately 2,400 feet.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is granted. The authority is granted, however, upon condition that physical construction of the bicycle lane must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the authority expires on that date:

2. Applicant shall:
   a. Construct a 6-foot wide, paved bicycle lane across the railroad, approximately nine feet northerly of the north shoulder of the adjacent Woodburn-Estacada Highway, and bear all the cost thereof;
   b. Furnish and install one advance warning sign (18 inches in diameter), mounted on the north side of the bicycle lane on its own post, at least four feet above the ground, at a point not less than 40 feet west of the track, and bear all the cost thereof;
   c. Furnish and install one bicycle advance warning pavement marking, located on the bicycle lane, approximately 60 feet west of the track, and bear all the cost thereof; and
   d. Furnish and install a stop clearance line on each side of the track at the crossing at a point not less than 15 feet from the nearest rail.

3. City of Molalla shall:

   a. Maintain that portion of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof; and

   b. Maintain the advance warning sign, advance warning pavement marking and stop clearance lines ordered herein, and bear all the cost thereof.

4. Southern Pacific Transportation Company shall:

   a. Maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

5. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered, and effective 3/31/81.

JOHN J. LOBDELL
Public Utility Commissioner

tld/0205I

9217

L,

March 26, 1981

Fidelity & Deposit Co. of Maryland
Suite 1000, Lloyd 500 Building
500 N. E. Multnomah
Portland, OR 97232

CON 5
#9217

Gentleman:

Contract No. 9217 awarded to C. G. Gradvig, Inc. for a bikeway on the Leroy St.-S.P. Crossing (Molalla) Section of the Woodburn-Estacada Highway in Clackamas County was completed on February 17, 1981 and accepted by the State Highway Division on March 19, 1981.

Final payment in the amount of $1,000 will be released to the contractor after March 31, 1981. The total contract amount is $28,223.70 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: C. G. Gradvig, Inc.
4935 N. W. Kahneeta Ct.
Portland, OR 97229

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

#9217

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: March 19, 1981

FROM: C. T. Keasey
Assistant State Highway Engineer

NOTED
H.S.COULTER

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of March 19, 1981.

Contract 9217 On Site Work Substantially Completed January 19, 1981

All Work Completed February 17, 1981

Project Leroy St.-S.P. X'ing. (Molalla)

Highway Woodburn-Estacada

County Clackamas

Type of Work Bikeway

Contractor C. G. Gredvig, Inc.

RDC:mk

cc: H. S. Coulter
R. D. Church

RECEIVED
STATE HWY ENGR
MAR 23 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9217

L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Leroy St. - S.P.R.R. X'ing (Mollalla)

WEEK ENDING: 21 February 1981

SECTION PREFIX: 803-1150

HIGHWAY: Woodburn/Estacada

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Bikeway

CONTRACTOR: C.G. Gredvig, Ing.

CONTRACT NUMBER: 9217

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 11/24/80

DATE WORK STARTED: 1/12/81

ESTIMATED COMPLETION DATE: 1/18/81

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 0

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 0

PROJECT AUTHORIZATION: $ 37,727.75

EXCLUSIVE OF ENGINEERING: $ 34,432.75

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 32,591.00

ESTIMATED PERCENT [redacted] UNDERRUN: 5 %

ENGINEERING AUTHORIZATION: $ 3,295.00

ENGINEERING COST TO DATE: $ 6,000.00

PERCENT OF AUTHORIZATION: 182%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 1/18/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Rain	0		
THURSDAY	Rain	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

RECEIVED
FEB 23 1981
CONSTRUCTION
BRANCH

Keasey K
Jackmond
Hopkins
Williams
Richards
Church

GENERAL DESCRIPTION OF ACTIV OR THE WEEK

SUNDAY	No Activity
MONDAY	NA
TUESDAY	NA
WEDNESDAY	NA
THURSDAY	NA
FRIDAY	NA
SATURDAY	NA

REMARKS

Office work on Semi-Final

SIGNED Wayne Schultz for LOCATION Portland
W.E. Hoffman Res. Engr.

[illegible] NT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

4217

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ROW 18-4

H. S. COULTER

September 11, 1980

Mr. Dave Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application
Leroy Street-SP X'Ing (Molalla) Section
Woodburn-Estacada Highway
City of Molalla
Clackamas County

Dear Dave:

Please accept this letter as an application to pave a bikeway along the Woodburn-Estacada Highway across SPTC Crossing No. CJ 757.5. As a part of this project, we will pave a six-foot wide bikeway just inside our right of way line. Much of this bikeway is already in existence but it does not appear that PUC has issued an order.

Attached you will find 12 copies of the plans for this project. The Highway Division will accomplish the work by contract except that the work in the vicinity of the crossing will be done by state forces. This is to allow us to go ahead with the contract portion of the work while we are waiting for a PUC order. The cost of the construction will be borne by the State Highway Division. When completed, the bikeway will be maintained by the City of Molalla.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RECEIVED
STATE HWY ENGR
SEP 12 '80
REFER TO
FOR
Inves R/D D/E Sign File

RDT/vlw
Attach.

cc: ~~H. S. Coulter - w/attach.~~
E. L. Hardt - w/attach.
J. L. Sollis - w/attach.
D. E. Swan - w/attach.
C. T. Keasey - w/attach.

Form 734-3122

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet, Typical Section & Summary
2	Plan & Const. Notes

STATE OF

DEPARTMENT OF T

STATE HIGHW

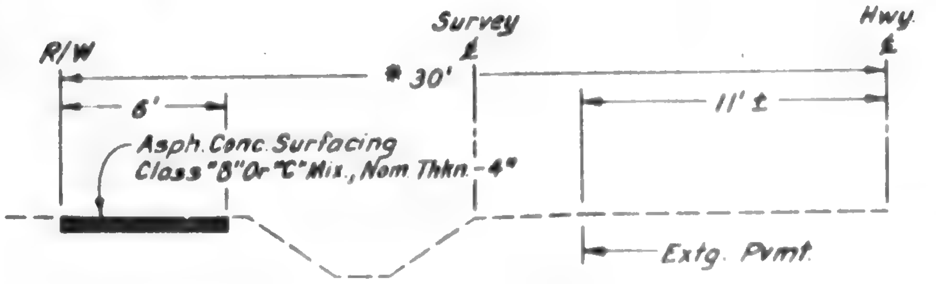
PLANS FOR PROP

LEROY ST. – S.P. X'I

WOODBURN - ESTA

CLACKAMAS

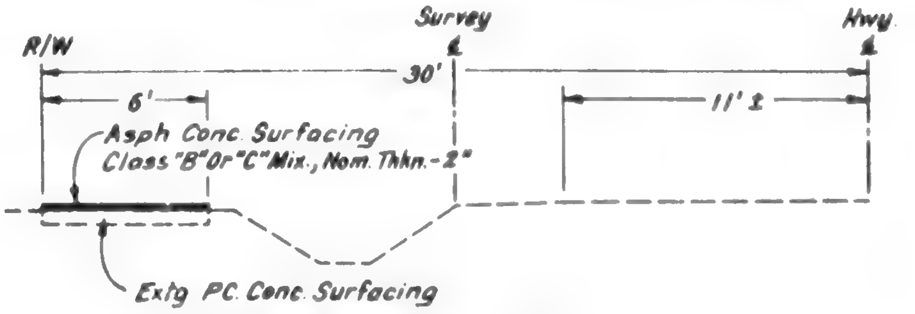
TYPICAL SECTIONS


R/W
Survey ℄
Hwy ℄
* 30'
6'
11' ±
Asph. Conc. Surfacing Class "B" Or "C" Mix., Nom Thkn.-4"
Extg. Pvmt.

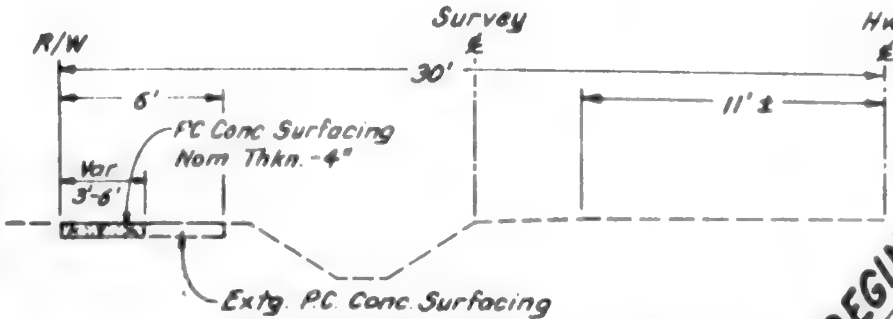
* Sta 18+70 - 20+20 ± = 30' R/W Plus 8' Perm. Easement For Bikeway

Notes
1.) Bikeway Grades To Be Determined By The Engineer.
2.) General Excavation - 200 C.Y.

STA. 10+00 To STA. 18+25
18+25 To 18+55 (No Work)
18+55 To 21+10
21+10 To 23+05 (No Work)
23+05 To 25+30
27+30 To 27+80
29+75 To 32+95
32+95 To 33+40 (R.R. X'ing By Others)

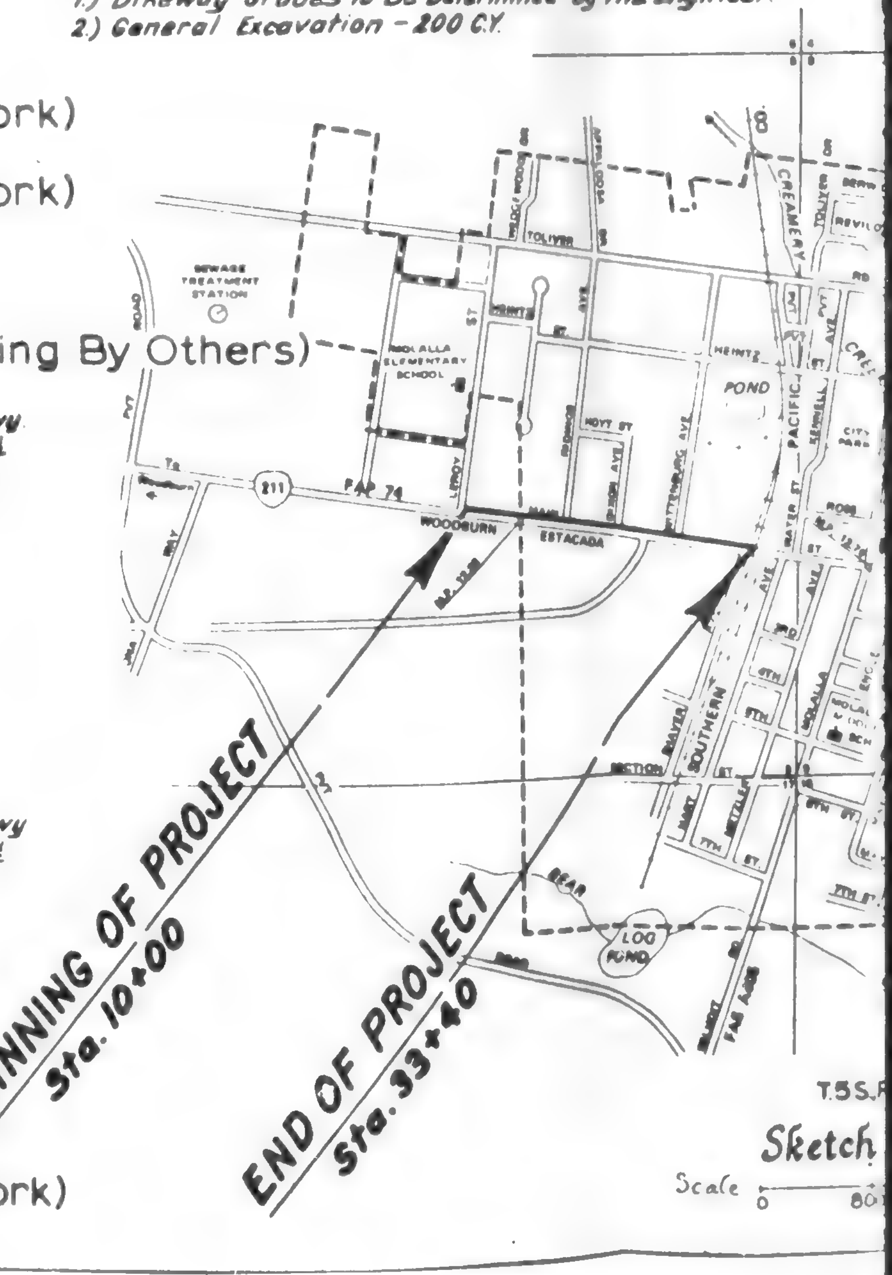

R/W
Survey ℄
Hwy ℄
30'
6'
11' ±
Asph. Conc. Surfacing Class "B" Or "C" Mix., Nom. Thkn.-2"
Extg. P.C. Conc. Surfacing

STA. 25+30 To STA. 27+30


R/W
Survey ℄
Hwy ℄
30'
6'
11' ±
P.C. Conc. Surfacing Nom Thkn.-4"
Var 3'-6'
Extg. P.C. Conc. Surfacing

STA. 27+80 To STA. 28+05
28+05 To 29+40 (No Work)
29+40 To 29+75

Eriksen, Gettis, Crom


TOLIVER
HEINTZ
SEWAGE TREATMENT STATION
MOLALLA ELEMENTARY SCHOOL
LEROY
HOYT ST
WOODBURN
ESTACADA
CREAMERY
POND
LOG POND
SOUTHERN
PACIFIC
211
BEGINNING OF PROJECT Sta. 10+00
END OF PROJECT Sta. 33+40
T.5S.R
Sketch
Scale 0 80

S-2

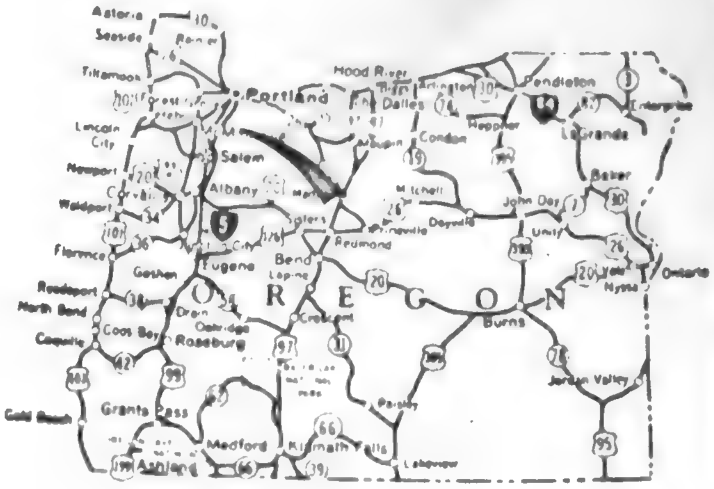
LEROY ST.~S.P.X'ING (MOLALLA) SEC. WOODBURN - ESTACADA HIGHWAY CLACKAMAS COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

STATE

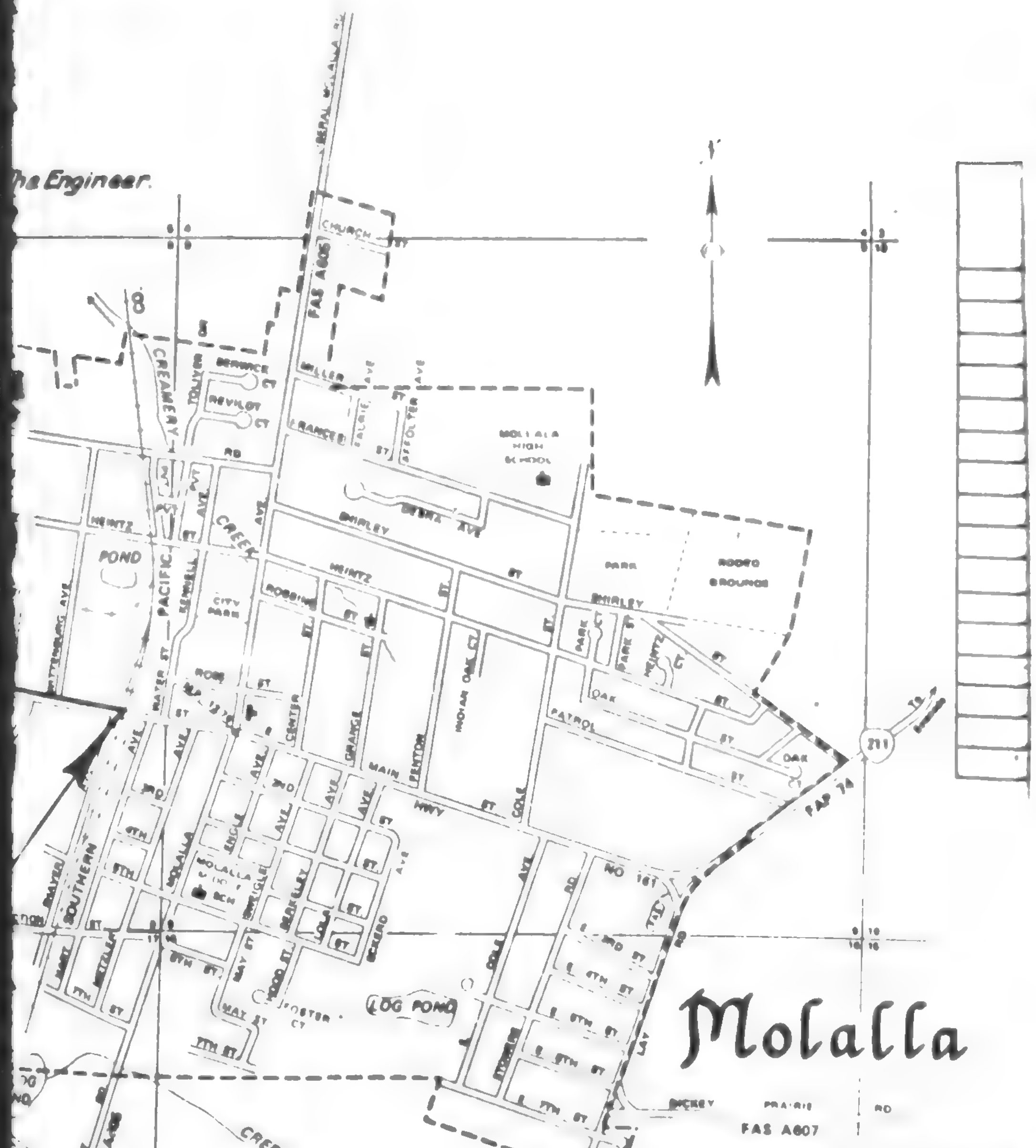
TATE OF OREGON
NT OF TRANSPORTATION
HIGHWAY DIVISION

ANS FOR PROPOSED PROJECT

S.P. X'ING (MOLALLA) SEC.
URN - ESTACADA HIGHWAY
CLACKAMAS COUNTY


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Lincoln City
Newport
Salem
Albany
Corvallis
Waldport
Condon
Heppner
Baker
John Day
Florence
Eugene
Bend
Redmond
Prineville
Burns
Ontario
Nyssa
Reedsport
North Bend
Coos Bay
Roseburg
Coquille
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
OREGON

The Engineer.


CHURCH ST
FAS A606
CREAMERY
TOLIVER
MILLER
FRANCES
FALCON
RD
MOLALLA HIGH SCHOOL
HEINTZ
POND
PACIFIC
CREEK
SHIRLEY
DEBRA AVE
CITY PARK
ROBBINS
PARK
RODEO GROUNDS
INDIAN OAK CT
OAK
PATROL
MAIN
HWY
COLE
FENTON
GRANGE
CENTER
WATER ST
MOLALLA AVE
SOUTHERN
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
LOG POND
FAP 74
211
DICKEY PRAIRIE RD
FAS A607
FAS A608
CREEK
Molalla

T.5S.R.2W.

Sketch Map

Scale 0 800 1600 Feet

S U M M A R Y

Item	Code	Unit	Quant.	ANTITY
Mobilization		All	All	
Temporary Protection and				
Direction of Traffic		All	All	
Temporary Signs		Sq. Ft.	200	
Flagmen		Hour	300	
ROADWORK				
General Excavation		All	All	
Class "B" or "C" Asph. Conc.		Ton	450	
4" P.C. Concrete Surfacing		S.Y.	32	
8" Culvert Pipe		L.F.	20	
Extra for Asphalt Approaches		Each	6	

H S COULTER

4652
MAY 13 1980
EDGAR S HUNTER

H S Coulter	STATE HIGHWAY ENGINEER
E S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

Remove P.C. Conc & Asph. Conc. Surfacing Shown Thus : ▨

Sec. 8, T.5S., R.2W., W.M

MOLALLA

① *Sta. 10+00 To Sta. 32+95*
Const. Bikeway

② *Sta. 10+10*
Remove Extg. 6" Culv. Pipe
Inst. 8" Culv. Pipe - 20'
Tr. Exc. 3C.Y.

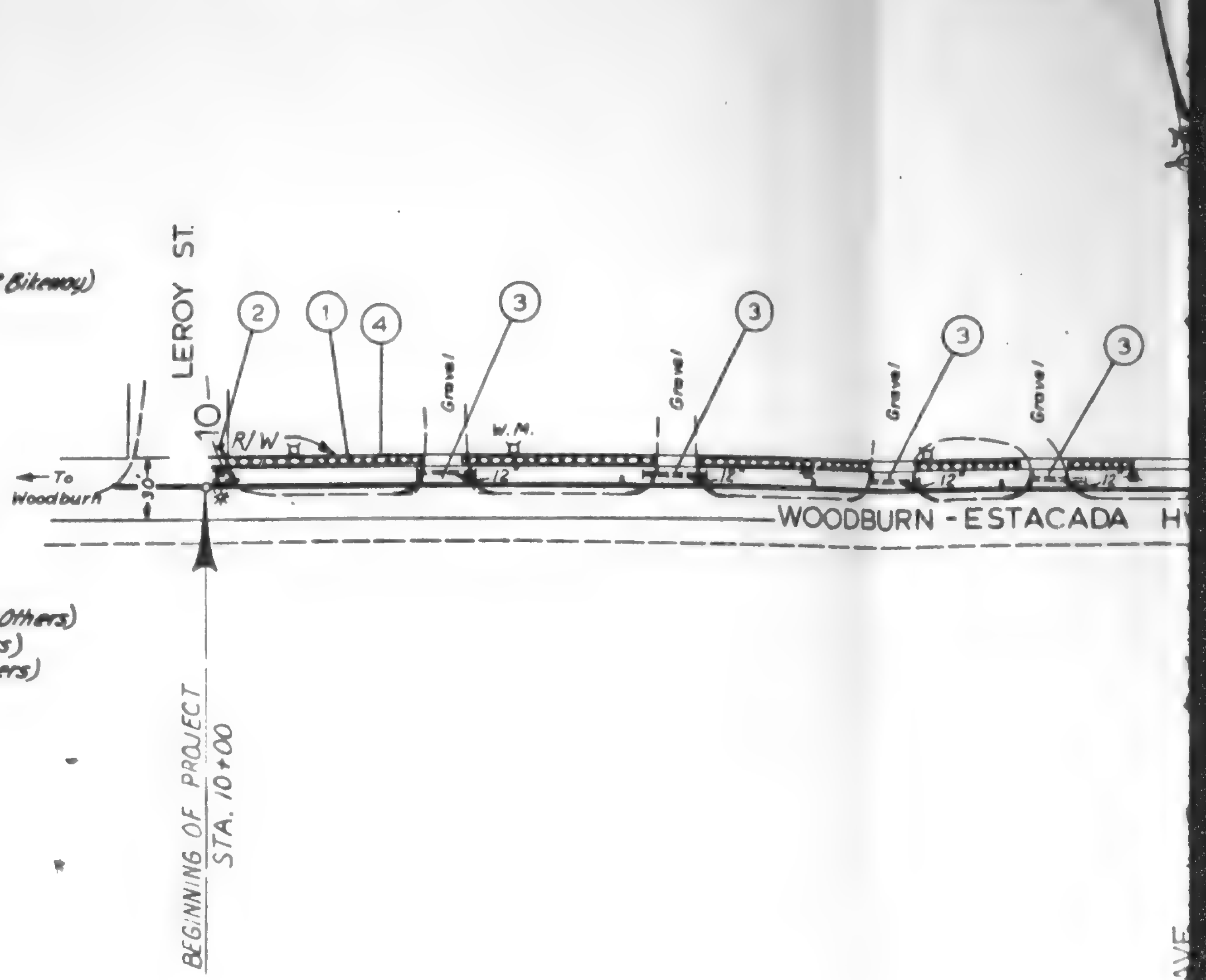
③ *Const. Asph. Conc. Appr. - 8 (Total)*
Drg. No. 2077
(Match Extg. Appr. 5' Behind Back Of Bikeway)

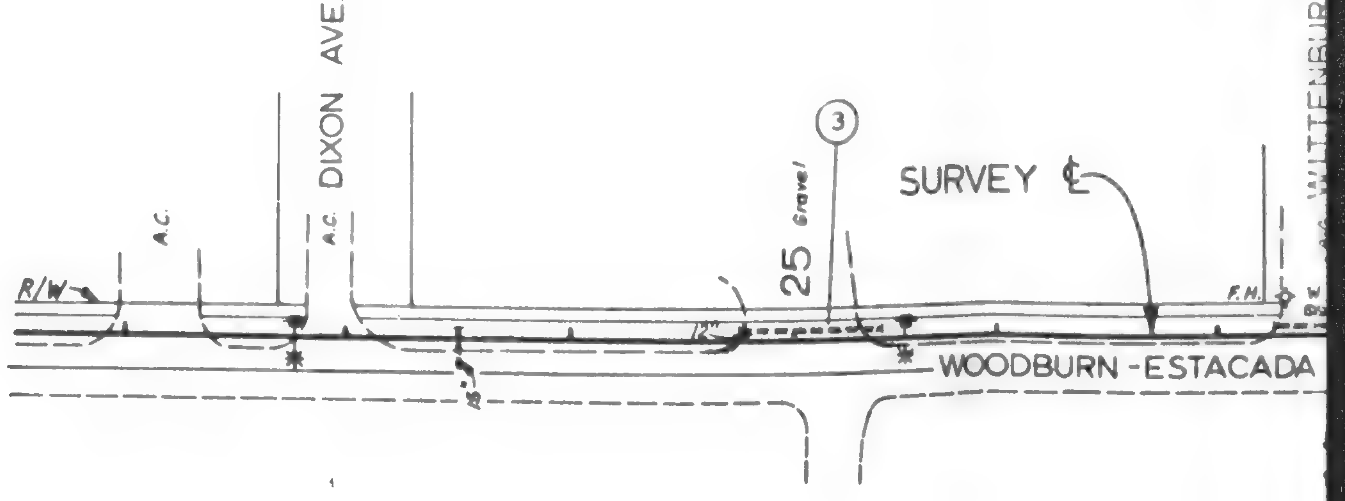
④ *Sta. 10+10 To Sta. 32+95*
Trim Trees And Shrubs
As Directed By The Engineer

⑤ *Sta. 32+95 To Sta. 33+40*
Const. Bikeway R/R X'ing (By Others)

⑥ *Const. Guard Rail - 19'*
(Type 3, With Single Rail Element)(By Others)
(6A) *Inst. End Pieces - 2 (Type B)(By Others)*
Remove Extg. Guard Rail - 13' (By Others)
Drg. No 2115, 2126, 2126A

No R/W Map

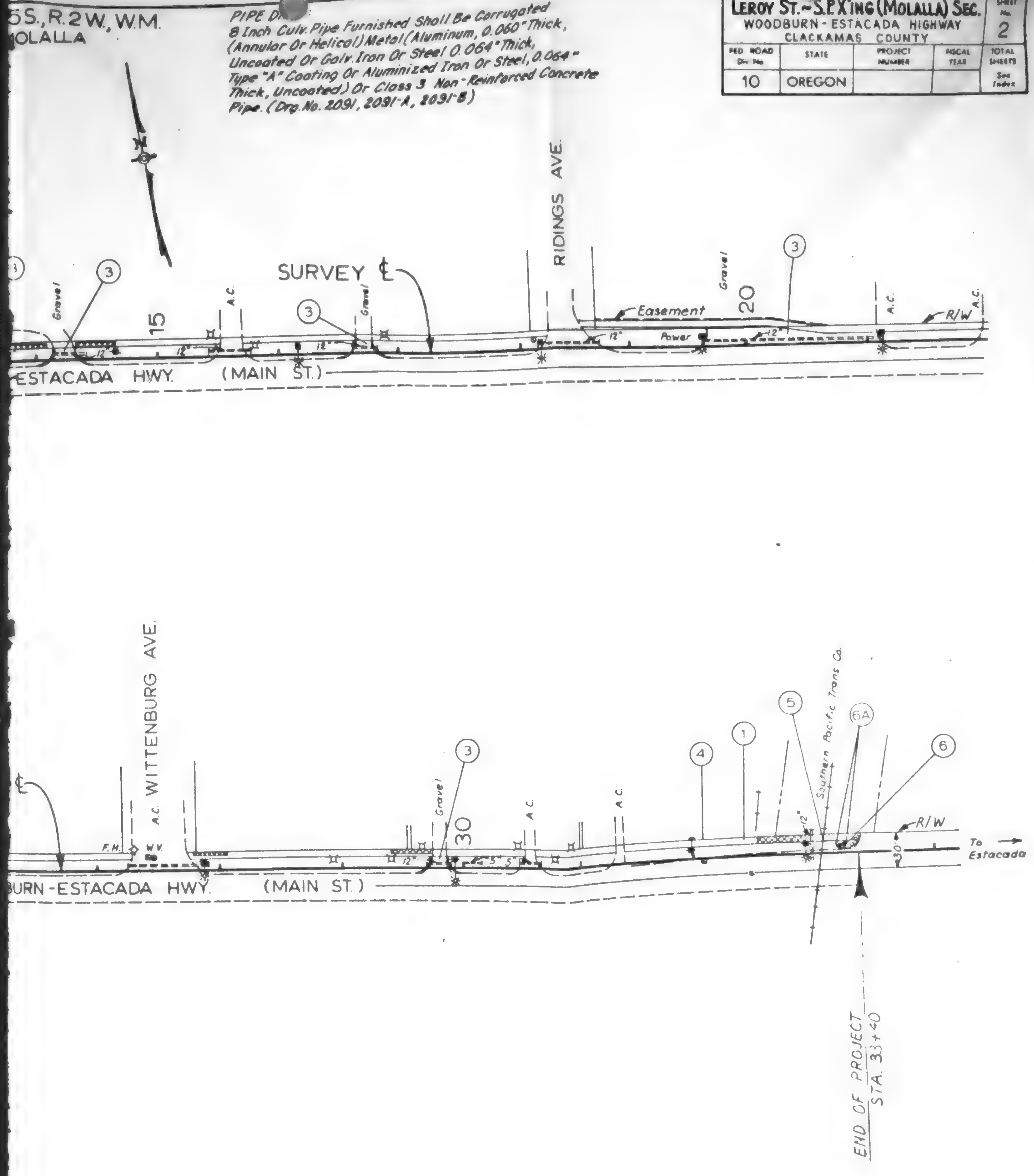

LEROY ST.
②
①
④
③
③
③
③
10
R/W
W.M.
Gravel
Gravel
Gravel
Gravel
12"
12"
12"
12"
12"
← To Woodburn
30'
WOODBURN - ESTACADA HW
BEGINNING OF PROJECT
STA. 10+00


DIXON AVE.
A.C.
A.C.
③
25
Gravel
SURVEY ℄
12"
R/W
F.H.
18"
WOODBURN - ESTACADA
WITTENBURG AVE.

Eriksen, Gettis, Wetzel

LEROY ST.~S.P.X'ING (MOLALLA) SEC. WOODBURN - ESTACADA HIGHWAY CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PIPE D:
8 Inch Culv. Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, 0.060" Thick, Uncoated Or Galv. Iron Or Steel 0.064" Thick, Type "A" Coating Or Aluminized Iron Or Steel, 0.064" Thick, Uncoated) Or Class 3 Non-Reinforced Concrete Pipe. (Drg. No. 2091, 2091-A, 2091-B)


5S., R.2W., W.M.
MOLALLA
N
RIDINGS AVE.
SURVEY ℄
15
20
Gravel
A.C.
3
12"
Easement
Power
R/W
ESTACADA HWY.
(MAIN ST.)
A.C. WITTENBURG AVE.
F.H.
B.W.V.
30
5"
4
1
5
6A
6
Southern Pacific Trans. Co.
To Estacada
30'
BURN-ESTACADA HWY.
(MAIN ST.)
END OF PROJECT
STA. 33+40

9217

L.

April 7, 1978

1073-H

Mr. Fred Thomas, President
Mr. E. V. Hargreaves, Chairman, Youth Committee
Molalla Kiwanis Club
Post Office Box 652
Molalla, Oregon 97038

trace
TRH

Gentlemen:

Re: Footpath/Bikeway
Woodburn-Estacada Highway
Clackamas County

This is in response to your letter concerning improvement of the footpath along Highway 211 in Molalla.

We have viewed the project site and find the path from the railroad to LeRoy Street usable but in bad condition. Harry Woodward, District Engineer, should be contacting you soon to discuss a possible cooperative project between your organization and the Highway Division to substantially improve this path.

We have also reviewed the highway east of town and will schedule some shoulder paving work as soon as funds can be made available. These paved shoulders will provide a reasonable place for bicyclists to ride.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

cc: The Honorable Mark O. Hatfield
The Honorable Bob Packwood
The Honorable Curt Wolfer

bc: H. S. Coulter
Frank E. Terpin
Harry Woodward
E. S. Hunter
J. H. Versteeg

DES:mc srb

MOLALLA KIWANIS CLUB
P.O. BOX 652 MOLALLA, OREGON 97038

MARCH 3, 1978

Mr. Donald D. Dodd
District Supervisor
State Highway Dept.
Estacada, Oregon 97023

Dear Mr. Dodd:

Our Kiwanis Club in Molalla is concerned with the safety of our children going to and from the Molalla elementary school in town.

Along highway 211 between the railroad and Le Roy street there are places where berries have crowded them off the pathway, which in itself is muddy, etc. Since we understand this is a State Highway and any repairs(filling of the very deep roadside ditch) or sidewalk would have to be done by the State we are asking you to look into the matter. We think that a bike/walkway would greatly help, such as we see done in several areas of the State.

Along the same highway East of town a similar situation, without a place where children can walk or ride bikes safely exists. I have personally tried to ride a bike, and it can be done only on the pavement, which is too narrow for bike traffic with the heavy pressure that roadway gets from logging trucks, etc. Many of our students must take that road to get to the high school. Many more might use bikes instead of cars if these hazards did not exist.

Thank you for giving this your consideration, and I hope to hear from you soon, and maybe some better walkways would come from it. The Kiwanis Club has some manpower to help in some way in the project.

Sincerely

E. V. Hargreaves
E.V. Hargreaves, Chairman
Youth Committee

Fred Thomas
Fred Thomas, President
Molalla Kiwanis

c.c.
Curtis Wolfer, District Rep.
Mark Hatfield, Senator
Bob Packwood, Senator
file

1980 Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Sec. 9218
(Traffic signal installation)

9

9218

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

RECEIVED
STATE HWY ENGR
DEC 28 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

December 23, 1981

CON 5 #9218

Steeck Electric Co.
P.O. Box 789
Medford, OR 97501

RE: Time Extension Request
Oregon Coast Highway @ Rhodendron Dr.
Contract No. 9218

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed and is denied. Delays to completion of this project are not for "bona fide causes beyond the control of the contractor" as required by Section 108.09 of the Contract Standard Specifications. The original pole shop drawings were returned to you on January 19, 1981 "approved as noted" and indicated that the anchor bolt size required was 2¼". For reason unknown to us, you, Graybar Electric and/or Ameron Pole Products elected not to proceed but rather to stop processing of the poles. Such voluntary work suspensions or delays are in direct violation of Section 108.03 of the Standard Specifications. Changed or altered work is to be performed in accord with Section 104.02 of the Contract Standard Specifications and is to be paid for in accord with Section 109.04. Payment was so made. Ameron's letter of August 10, 1981 states the release of the "project" was held up from January 26 to April 1, 1981, or 10 weeks. This 65 calendar day delay resulted from voluntary delay and is not a "bona fide" cause for additional contract time. However, any actual delay caused by the change in actual fabrication due solely to the change from 2" to 2¼" anchor bolts will be considered a reason for added contract time in accord with Section 104.02 of the Contract Standard Specifications.

A delay of 24 calendar days resulted from an error in the length of fabricated poles shipped to the project. These poles were delivered to the project on June 18, 1981; were returned to the fabricator, were re-fabricated and were returned to the project on July 13, 1981. This delay is clearly not a "bona fide" reason for additional contract time.

Should you wish to submit additional data or to further review this matter, please contact Project Manager Ellis Jones.

Sincerely,

Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

cc. H.S. Coulter (att. 1 letter)
A. Shirley " "
E. Jones " "

9218

L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981 Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9218

L.

December 1, 1981

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9218

Gentlemen:

Contract No. 9218 awarded to Steeck Electric Co. for traffic signal installation on the Oregon Coast Highway at Rhododendron Drive in Florence, Lane County, was completed on September 24, 1981, and accepted by the State Highway Division on November 30, 1981.

Final payment in the amount of $1,000 will be released to the contractor after December 7, 1981. The total contract amount is $47,237.08. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Steeck Electric Co.
P. O. Box 789
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

9218

L

REPORT NO. 23

734-3001

REGON STATE HIGHWAY DIVISION

IELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION OREGON COAST HWY AT RHODODENDRON DR.(FLORENCE)	**WEEK ENDING** 26 SEPTEMBER 1981	**SECTION PREFIX** 20-1166
HIGHWAY OREGON COAST HIGHWAY	**COUNTY** LANE	
NAME OF JOB OREGON COAST HWY @ RHODODENDRON DR	**KIND OF WORK** TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR STEEK ELECTRIC,INC..	**CONTRACT NUMBER** 9218	**FEDERAL AID PROJECT NUMBER** STATE
DATE OF CONTRACT 25 NOVEMBER 1980	**DATE WORK STARTED** 20 APRIL 1981	**ESTIMATED COMPLETION DATE**
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 **MEN:** 0 **SUPERVISION:** 0	**SPECIFIED WORK DAYS** **SPECIFIED CALENDAR DAYS** 180	**WORK DAYS USED** **CALENDAR DAYS USED** 228
PROJECT AUTHORIZATION: $ 62623.49	**SPECIFIED COMPLETION DATE**	**PERCENT OF TIME ELAPSED** 126.7%
EXCLUSIVE OF ENGINEERING: $ 55554.19	SIGNAL TEST ENGR: 1600.00 **ENGINEERING AUTHORIZATION** $ 5469.30 TOTAL ENGR: 7069.30	**PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST** 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 48930.76 **	**ENGINEERING COST TO DATE** $ 10648.98 THIS WEEK 0.0	**PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION** 88.1%
ESTIMATED PERCENT: [redacted] UNDERRUN 11.9 %	**PERCENT OF AUTHORIZATION** 150.6 %	**DATE PROJECT WAS COMPLETED:** 24 JULY 1981

**NOTE: Estimate includes liquidated damages

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100.0%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					55.0 TON
TOTAL QUANTITIES CORRECTED TO DATE					50.5 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					50.5 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	TRAFFIC SIGNAL		SIDEWALK RAMPS					
PERCENT	100.%		100.%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	MOSTLY CLOUDY	0		
TUESDAY	SHOWERS	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	MOSTLY CLOUDY	0		
FRIDAY	MOSTLY CLOUDY	0		
SATURDAY		0		

K

ASHE
CAE
FOE
CCE
SCS
EEO

RECEIVED
SEP 28 1981
CONSTRUCTION
BRANCH

OIL
CA
LE
EE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Oregon Coast Hwy at Rhododendron Dr (Florence) - for week of Sept 20 thru 26, 1981.
MONDAY	No project work this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No project work.

Next week: No activity planned.

NOTE: Project completed. Semi-final submitted 24 September 1981.

FINAL REPORT

SIGNED ____________ LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9218

L.

August 7, 1980

City of Florence
City Hall
Florence, OR 97439

AGR 4

Attention: Alice M. Hunt
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 13023

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals on the Oregon Coast Highway at Rhododendron Drive in Lane County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (conf. agree. att.)

9218

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~[illegible]~~ 440-3399

July 16, 1980

In Reply Refer to
File No.: PRO 6

Mr. Roger W. McCorkle
Mayor
City of Florence
P.O. Box 340
Florence, OR 97439

Dear Mr. McCorkle:

This will acknowledge receipt of three signed copies of Construction - Finance Agreement No. 7303 for the proposed installation of traffic control signal equipment on the Oregon Coast Highway at Rhododendron Drive. Also acknowledged is City Resolution No. 7-14-80f authorizing execution of this agreement.

By copy of this letter I am forwarding this agreement and city resolution to the Project Management Section in Salem for further processing.

A fully executed copy of this agreement will be returned to you for your files.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
L. Asburry
D. Jones

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
P E ☐ RE ☐ PRE ☐

LG.

Form 734-3122

1980 Columbia River-Lake Rd. 9219
Sec. of the East Ptld. Fwy.
(Air monitoring shelters)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 · 620

cc: OSHD (Coulter)

U.S. [illegible]ARTMENT OF TRANSPORTATION
FE[illegible]AL HIGHWAY ADMINISTRATION

STATE COPY
FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 7/7/83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-205-7(80)308
COMPLETION DATE 6/5/83	ACCEPTANCE DATE BY CONTRACT AGENCY 2/22/82	TIME ELAPSED 99 %	CONTRACT TIME 180 days
APPROVED EXTENSIONS	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER - LAKE ROAD SECTION
EAST PORTLAND FREEWAY
AIR MONITOR SHELTERS

The project provided four small permanent shelters to be used to monitor air quality. One room was remodeled in the East Portland State Police Building also.

The final cost of $109,000 underran the original authorization by 2%.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 19 '83
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 7/15/83	TITLE Field Operations Engr.	DATE 7/18/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

E. CARL **Schiewe**, INC.
GENERAL CONTRACTORS
1024 N. E. DAVIS ST. • PHONE (503) 234-6616
PORTLAND, OREGON 97232

May 4, 1982

Dun & Bradstreet
P. O. Box 9214
Van Nuys CA 91409

RE: Peters Meridian Nursery
Claim No. 6988190

Gentlemen:

Enclosed is our check in the amount of $1,245.00 in settlement of the payment requests of Peters Meridian Nursery for material they claim was sold to our subcontractor, Hazel Dell Landscaping, for plants installed on the Oregon State Highway Division Project, Contract No. 9219. We have added an "Settlement in full" endorsement on the back of the check. We request that a written acceptance also be returned with copies to SAFECO and the Oregon State Highway Department.

At this time I would like to take exception to some of the untrue statements in Mr. Peters' letters, i.e. my promises of payment, etc. As Peters had no legal claim, it was not prudent to pay him until after the Highway inspection in November (at this time we had to hire another landscaper to redo $380.00 of plant replacement), and until the Highway Department was ready to release the final project funds after March 1, 1982.

Yours very truly,

Mark D. Schiewe by [illegible]

Mark D. Schiewe
Secretary/Treasurer

NOTED ON CARD
5-27-82

MDS/lml
cc: SAFECO - Steven J. Oswald
Oregon State Highway Dept.

L

3-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp. No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982 O. B. Jackmond
For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9219

February 24, 1982

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9219

Gentlemen or Ladies:

Contract No. 9219 awarded to E. Carl Schiewe, Inc. for air monitoring shelters on the Columbia River-Lake Road Section of the East Portland Freeway in Multnomah County was completed on November 19, 1981, and accepted by the State Highway Division on February 22, 1982.

Final payment in the amount of $1,000 will be released to the contractor after March 1, 1982. The total contract amount is $94,618, and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: E. Carl Schiewe, Inc.
1024 N.E. Davis
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

1219

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-255	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/21/81	State Oregon County Multnomah Project No. IX-68(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, NE 52nd Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-[illegible]	0.0

OTHER *(Specify)*

FUNDS PRO RATA 85.0[illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 27,060.00	$ 23,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 2 [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon May 26, 1981

Federal Aid Project
No. IX-68(1)

Banfield Air Monitor Shelter
Columbia River Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Air Monitoring Station (M.P. 3.31)

Mobilization (PA #1)		All Required	$ 300.00
Air Monitoring Instrument Bldg. (PA #3)	1 Each	20,542.00	20,542.00
Furnish and Planting Shrubs (PA #3)	20 Each	10.00	200.00
Bark Mulch (PA #3)	0.5 Unit	90.00	45.00
Added Costs (M.P. 3.31) (PA #2)		All Required	2,558.00
		SUBTOTAL	$23,555.00
		Engineering	3,505.00
		TOTAL	$27,060.00

Length of project ----------- 0.0 mile
Federal Funds ----------------$23,000.00
State Funds ----------------- 4,060.00
TOTAL $27,060.00

Group 2	34%
Contract No.	9219
Prefix	626-1069

9219 I-205

12-4-81

Columbia River - Lake Road

East Portland Freeway & Columbia River Highway

Prefix: 626-1069 Multnomah Contract: 9219

NARRATIVE REPORT

AIR MONITORING SHELTERS

In general the completion of this project was uneventful. Originally three buildings were contracted but a fourth was added by price agreement when additional funds became available. This was done early-on in the contract and caused no problems.

180 calendar days were specified and 179 days were used.

Design shortcomings were as follows:

Vertical ladder to roof should have been a stairway as heavy equipment must be taken up and down.

Door latch inadequate and difficult to use.

Plywood specified was a very poor grade and has a shoddy appearance. We should call for a better grade.

Air conditioner and thermostat not compatable for purpose intended. We had to substitute thermostats by S.F.O.

Custom made iron doors very cumbersome and subject to warpping. There must be ready-made doors available for this purpose.

Power meters were shown as being installed on existing poles. The power companys would not allow this. New poles or meter-base supports should be a bid item.

Roy T. Heinz,
Resident Engineer

RECEIVED
ROAD DESIGN SECTION
1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	Columbia River - Lake Road	Contract:	9219
Highway:	East Portland Freeway & Columbia River	Prefix:	626-1069
County:	Multnomah	F.A. No.	I-205-7(80)308

Item No.	Item	Unit	Original	Semi-Final	%(+ or -)
	SUMMARY				
	Bid Items	$	69,933.00	90,855.00	+ 77.0
	Anticipated Items		1,750.00	796.00	- 54.5
	Contingencies		3,225.74	2,967.00	- 8.0
	Engineering (Auth. Incr. 5-19-81)		9,558.30	14,800.00	+ 30.0
	Add. Authorization 5-19-81		22,417.00	0.00	-
		Total	106,884.04	109,418.00	+ 2.4

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

One building was added to contract by Price Agreement.

9219

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River - Lake Road

WEEK ENDING: 11-21-81

SECTION PREFIX: 626-1069

HIGHWAY: East Portland Freeway & Columbia River

COUNTY: Multnomah

NAME OF JOB: Columbia River - Lake Road

KIND OF WORK: Air Monitoring Shelters

CONTRACTOR: E. Carl Schiewe, Ind.

CONTRACT NUMBER: 9219

FEDERAL AID PROJECT NUMBER: I-205-7(80)308

DATE OF CONTRACT: Nov. 25,1980

DATE WORK STARTED: Feb. 2,1981

XXXXXX COMPLETION DATE: June 5,1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 179

SPECIFIED COMPLETION DATE: -

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 106,884

EXCLUSIVE OF ENGINEERING: $ 97,326

ENGINEERING AUTHORIZATION: $ 9,558

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 96,488

ENGINEERING COST TO DATE: $ 14,800

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~XXXX~~ OVERRUN UNDERRUN: 1 %

PERCENT OF AUTHORIZATION: 155 %

DATE PROJECT WAS COMPLETED: 6-5-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	N/A				
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: 1 pickup, small tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	N/A							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Showers	0	0	
MONDAY	16	Showers	0	0	
TUESDAY	17	Rain	0	0	
WEDNESDAY	18	Showers	0	0	
THURSDAY	19	Showers	0	0	
FRIDAY	20	Showers	0	0	
SATURDAY	21	-	0	0	

ASHE
CAE
FOE
GCE
RECEIVED
NOV 23 1981
BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Nov. 15	No activity.
MONDAY Nov 16	No activity.
TUESDAY Nov 17	No activity.
WEDNESDAY Nov 18	No activity.
THURSDAY Nov 19	Replaced shrubs and finished misc. cleanup.
FRIDAY Nov 20	No activity.
SATURDAY Nov 21	No activity.

REMARKS

Summary: Replaced shrubs and finished misc. cleanup. Semi final estimate submitted to Region 11-19-81. Final weekly report.

SIGNED Leland L. Stoner for Roy T. Heinz, Res. Eng'r LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1219

L.

PETERS MERIDIAN NURSERY

files

October 21, 1981

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: File No. CON5 #9219

TO WHOM IT MAY CONCERN:

We have contacted your office regarding a past due account.

Please advise us what has taken place concerning our claim against E. Carl Schewe, Inc.

Thank you.

Very truly yours,

Larry R. Peters

Larry R. Peters
LRP/tp
cc

Claim has been filed on above / Fran

10.26.81. I called Peters and told him his rights and advised him to hammer away at the surety.
RWG.

RECEIVED
DOT DIRECTOR
OCT 22 '81
REFER TO

NOTED

REC
OCT 22 1981

26706 S. MERIDIAN ROAD, AURORA, OREGON 97002 (503-678-1181)

MEMBER OF
oan

5642

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
SEP 25 1981
NORMA PAULUS
SECRETARY OF STATE

September 23, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9219

Peters Meridian Nursery
26706 S. Meridian Road
Aurora, OR 97002

Attention: Larry R. Peters

FILED
SEP 25 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of September 17, 1981, with attached invoice and correspondence to Hazel Dell Landscaping for material (English Holly) in the amount of $1,248.00 furnished on Contract No. 9219.

The claim states this is in reference to the E. Carl Schiewe Contract No. 9219 for air monitoring shelters on the Columbia River-Lake Road Section of the East Portland Freeway in Multnomah County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED 0
10-6-81 dmc

js

cc: E. Carl Schiewe, Inc.
1024 N.E. Davis
Portland, OR 97232

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PETERS MERIDIAN NURSERY

September 17, 1981

Robert Gormsen
Commission Service Division
Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Gormsen:

On May 1, 1981, we furnished plant material for a job Hazel Dell Landscaping in Vancouver, Washington was doing for the contractor, Carl Schiewe Construction Co., 1024 N.E. Davis, Portland, Oregon.

We have repeatedly contacted the contractor concerning payment with no success. At this time we would like to file a claim against this project, Contract No. 9219.

Enclosed is a copy of our bill and letter that was sent to Schiewe dated June 22, 1981, and a copy of our letter to Schiewe dated September 17, 1981.

Sincerely,

Larry R. Peters
PETERS MERIDIAN NURSERY

LRP:dlb
Enclosures

26706 S. MERIDIAN ROAD, AURORA, OREGON 97002 (503-678-1181)

MEMBER OF

INVOICE

6113

SOLD TO Hazel Dell Landscape
STREET & NO. 11213 N.W. 29th Ave
CITY Vancouver STATE WASH ZIP 98665

SHIPPED TO P/U
STREET & NO.
CITY STATE

CUSTOMER'S ORDER	SALESMAN	TERMS	F.O.B.	DATE
				5 [illegible]

80	English Holly	15	[illegible]

5-4 — Says he'll pay 30 days.

Thanks Roy

Roy LeBlanc

[illegible] 18 [illegible]
COMM[illegible]
DEPARTMENT OF [illegible]

Rediform
7H 725

INVOICE

CERTIFIED MAIL

September 17, 1981

Carl Schiewe Construction Co.
1024 N.E. Davis
Portland, Oregon 97232

Gentlemen:

On May 1, 1981, Roy LeBlanc of Hazel Dell Landscaping in Vancouver, Washington purchased from us plant material in the amount of $1,248.00 for a job he had a contract for under Carl Schiewe Construction Co. We were told we would be paid in 30 days. Repeated billings brought nothing.

On July 27, 1981 at 9:45 AM, I contacted Schiewe Construction Co. and talked with Mark Schiewe. He said he would pay that week. Nothing!

On August 20, 1981, (23 days after he promised he would pay), I talked with Mark again - he stated he would make out the check that day and would call Roy to come in and sign it and he would get it in the mail to us. We received nothing!

On September 2, 1981, Schiewe said he was sending Roy a registered letter to come to his office and sign the check. To date we have received nothing!

I have been in contact with the office of Roy Heinz, Resident Engineer, State of Oregon, 3700 S.E. 92nd Ave., Portland, concerning this matter. They said they told Schiewe Construction Co. to contact us but to date have heard nothing!

On Tuesday, ~~October~~ September (Sep) 15, 1981, at 4:00 PM, I contacted Roger Rothrock, representing Corroon & Black, agent for Safeco Insurance Co. He said he had talked to Perry Coleman, foreman for Schiewe Construction Co., who stated that they needed something in writing instead of just verbal communication concerning this matter. Until then they don't know if we have a claim or not.

Enclosed please find a copy of our letter to Schiewe Construction Co. dated June 22, 1981, stating our position.

Please give this matter your immediate attention.

Sincerely,

Larry R. Peters
PETERS MERIDIAN NURSERY

LRP:dlb
Enclosure

cc: Roger Rothrock

PETERS MERIDIAN NURSERY

June 22, 1981

Carl Schiewe Contr.
1024 N.E. Davis
Portland, Oregon 97232

Attn: Mark Schiewe

Re: Hazel Dell Landscaping

Dear Mark:

Enclosed is a copy of the invoice signed by Roy LeBlanc of Hazel Dell Landscaping.

As I stated in our telephone conversation, Mr. LeBlanc has purchased other plant material from us this past spring and given us two separate check totalling over $5600.00. Both of the 2 checks were returned for non-sufficient funds.

If possible, I would appreciate your making any payment to Hazel Dell Landscaping, or Mr. LeBlanc, in a check bearing my name also. I would like very much to get paid for the English Holly .

Thank you for any assistance you can provide.

Sincerely,

Larry R. Peters
PETERS MERIDIAN NURSERY

LRP/tmp
cc

26706 S. MERIDIAN ROAD, AURORA, OREGON 97002 (503-678-1181)

MEMBER OF
oan

#9219

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9219

TO: H. S. Coulter
State Highway Engineer

DATE: May 7, 1981

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Columbia River-Lake Road Section
East Portland Freeway
Contract No. 9219

This federal-aid project for the installation of air monitoring shelters is presently 70 percent complete with a June, 1981 completion date anticipated. The project is in need of an increase in project authorization as the estimated cost will exceed that authorized by $24,807, or 30.2 percent.

At the time the contract was awarded, federal funds for the shelter for the Banfield Freeway were not available so that work was deleted from the original project. The funds later became available and an additional shelter was added to the contract at a cost of $21,342. There will now be four shelters constructed under this contract instead of three and engineering costs and contingencies are expected to increase in approximately the same proportion. These are increases of $2,390 and $1,075 respectively.

The increased project cost is eligible for federal participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: E. L. Hardt
Roy Heinz
Robert Church

NOTED
H.S. COULTER

9219

L

CON 5

DATE: May 7, 1981

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Columbia River-Lake Road Section
East Portland Freeway
Contract No. 9219

This federal-aid project for the installation of air monitoring shelters is presently 70 percent complete with a June 1981 completion date anticipated. The project is in need of an increase in project authorization as the estimated cost will exceed that authorized by $24,807 (or 30.2 percent).

At the time the contract was awarded, federal funds for the shelter for the Banfield Freeway were not available so that work was deleted from the original project. The funds later became available and an additional shelter was added to the contract at a cost of $21,342. There will now be four shelters constructed under this contract instead of three and engineering costs and contingencies are expected to increase in approximately the same proportion. These are increases of $2,390 and $1,075 respectively.

The increased project cost is eligible for federal participation.

It is recommended that the project authorization be increased by $24,807 to a new total of $106,884.04. This matter will be on the consent calendar for the May 19 meeting.

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. SKoog
E. L. Hardt
George Bell

#7-217 1-16-81 L.

U. S. DEPARTMENT OF TRANSP ATION - FEDERAL HI WAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-68(3) & I-205-7(81)305

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10026 & 10027

COUNTY NAME Clackamas & Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO [illegible]
FOR
Info | Implem | P/O | C.C. | Sign | Act | File

DATE PS&E APPROVED 1/16/81

DATE AUTHORIZATION EFFECTIVE 1/16/81

FEDERAL ROUTE NUMBER Interstate 205 and Primary 68

STATE ROUTE NUMBER Primary 64 and Primary 2

GENERAL LOCATION:

Columbia River - Lake Road and Banfield Air Monitor Project

GENERAL DESCRIPTION OF WORK:

Purchase and install air monitoring equipment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/9/81 and my concurrence of 11/4/80 for the acquisition of proprietory equipment you are now authorized to proceed with the necessary work for a TEC of $431,625 Federal Funds $404,567.

PS&E documents, as represented by State Force Order #1 have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE 1/16/81

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-888

9219

L,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 9, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: State Force Work
Clackamas & Multnomah Counties

Attached for your approval are three copies each of two "Order for Force Work" to be performed by State Forces for the projects that follow:

Project No.	Section
I-205-7(81)305	Columbia River - Lake Road
IX-68(3)	Banfield Air Monitor Project

I request the following:

1) Return of one copy each of the approved "Order for Force Work" for our files.

2) Authorization to proceed with work by State forces at an estimated total cost and Federal funds as follows:

Project No.	TEC	FF	Pro-Rata
I-205-7(81)305	$383,470.00	$353,636.00	92.22%
IX-68(3)	48,155.00	40,931.00	85.00%

Reimbursement will be claimed on an actual cost basis.

Form 734-3122

3) Concurrence that preliminary engineering charges for work necessary to prepare final plans for each project are eligible if the preceding PS&E approval is granted. This action is requested to expedite starting these projects.

These requests are in reference to Mr. G.K. Hossner's Memorandum (HFO.8-OR) of November 4, 1980.

JLG:bke
Attachments

cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
E.L. Hardt (Reg. 1)
Gary Potter
Gary Zehner w/att.
General Files

OMB No. 04-R2089

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-134	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/18/80	State Oregon County Multnomah Project No. I-205-7(80)308

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, 1.8 mi. N. of Clackamas Co. Line, N.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-80	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 80,073.00	FEDERAL FUNDS $ 73,843.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By R.F. Moeborg

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator DEC 18 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon December 15, 1980

Federal Aid Project
No. I-205-7(80)308

Columbia River-Lake Road Section
E. Portland Fwy. Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Air Monitoring Stations (M.P. 18.34 to M.P. 23.16)

Mobilization		All Required	$ 800.00
Air Monitoring Instrument Building	3 Each	20,542.00	61,626.00
Alteration Work, Computer Room		All Required	6,127.00
Furnishing and Planting Shrubs	60 Each	19.00	1,140.00
Bark Dust	2 Unit	120.00	240.00
		SUBTOTAL	$69,933.00
		Engineering	10,140.00
		TOTAL	$80,073.00

Length of Project ------------- 0.00 mi.

Work Retained in Program
(not included in amounts below)

Permit Fees	All Required	$ 750.00
Install R/W Gate & Fence (M.P. 18.34)	All Required	1,000.00
		$ 1,750.00

Federal Funds 92.22% ----------	$73,843.00
State Funds ------------------	6,230.00
TOTAL	$80,073.00

Group 1-100%
Contract No. 9219
Prefix 626-1909
Prefix 626-1068
9

9219

L.

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 21, 1980

PRO

TO: Mr. E. S. Hunter
Asst. State Highway Engineer

FROM: Walter J. Hart
Bridge Engineer
Walter J Hart

SUBJECT: Air Monitoring Facilities
Columbia River-Lake Road Section
I-205

The low bid received in the November 20, 1980 letting on Project No. 3, the Air Monitoring installation on I-205, exceeded the Engineer's Estimate by 30 percent. There was a significant error in one item of the Engineer's Estimate. The correction of that error raises the Engineer's Estimate to well above the low bid and within 2 percent of the second bidder. We recommend award of the project to the low bidder.

The bulk of the money for the air monitoring facility is in Bid Item 2, "Air Monitoring Instrument Building", of which 3 are required. The Engineer's Estimate for this item was based on a building of similar function which had been bid several years earlier. The estimate had been adjusted for inflation but had not been adjusted for major architectural and mechanical differences. Summarized below is the detailed breakdown of the original and adjusted Engineer's Estimate for Bid Item No. 2.

	Engineer's Estimate	
Item	Original	Adjusted
Foundations - footings	$ 0	$ 600
Building - slab	500	600
Concrete walk	550	550
Chain link fence	1,100	3,600
Block Masonry walls	2,000	5,000
Concrete roof and roofing	1,200	1,200
Guardrail - roof	600	2,000
Ladder	400	400
Metal door	900	900
Exterior Painting	800	800
Interior painting	500	500
Interior plywood and insulation	1,500	1,500
Mechanical	1,500	1,600
Electrical	2,300	6,100
TOTALS	$13,850	$25,350
say	$14,000	

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FOR
Info Inves R/D D/R Sign Act File

With this adjustment the Engineer's Estimate for the project would be $87,830, or 26 percent over the low bid and within 2 percent of the second bid.

WJH:dh

Contains Recycled Materials
81-125-1387

9219 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(81)305
and Oregon Project IX-68(3)
Air Monitoring Equipment Projects
Multnomah County

Date: November 4, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

tracer letter [illegible]

As requested in Mr. Swan's letter of October 23, 1980, I concur that it is in the public interest to install the equipment covered by these projects with State Forces and to acquire proprietary equipment to match components owned and currently in use. Reimbursement for this equipment is approved on an actual cost basis when installed.

I am prepared to approve these projects when funds become available and your formal request is received.

G.K. Hoover
for G. L. Green

cc:
ODOT (D E Swan, Proj Mgmt)

NOTED
H. S. COULTER

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STATE HWY ENGR
NOV 5 - '80
REFER TO

FOR

Info	Inves	R&D	D&R	Sign	Act	File

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12-22-80

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U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 205-7(80)308

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 10026

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Obligated 11-20-80

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DATE PS&E APPROVED 10/29/80	DATE AUTHORIZATION EFFECTIVE 10/29/80	FEDERAL ROUTE NUMBER Interstate 205
		STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

Columbia River - Lake Road Section

GENERAL DESCRIPTION OF WORK:

Air Monitor Shelters

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
X☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 10/28/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a Total estimated cost of $61,578 Federal funds $56,787.

A signed copy of the Title sheet is returned herewith.

DATE 10/29/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-855

7317

I-205
28

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/22/80
Donald L Root

November 20, 1980 Bid Letting ____________ All Clear Deadline

SECTION Columbia River-Lake Road
Highway East Portland Freway
County Multnomah Region I
Type of Work Air Monitor Shelters Funds FAI
State____ Consultant ____ Plans Avail.___Yes ___No

1MS

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

1219

L.

STATE OF OREGO
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: October 14, 1980

TO: D. H. Moehring
Project Management

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Programming Funds for Air Monitoring Projects
Columbia River-Lake Road Section
I-205 (East Portland Freeway); and,
Banfield Transitway
Columbia River Highway (I-84)
Multnomah County

NOTED
E. S. HUNTER

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

We request your assistance in programming funds for monitoring air quality on I-205 and the Banfield Transitway. Monitoring is required on both projects by DEQ indirect source permit conditions (see attached) issued by DEQ under the authority of OAR 340-20-100 to 135 (Indirect Source Rules). The air monitoring program areas are interrelated, so we are dealing with them in one memo. Each program fund request is detailed below.

I-205 Air Monitoring--Equipment Purchase and Installation

A proposal to monitor the I-205 freeway on a real time basis in accordance with the DEQ permit condition has been in development for several years. The FHWA approved the program in concept on September 17, 1976. E. S. Hunter approved the proposed program for submittal to DEQ on July 22, 1980. DEQ approved and reduced the scope of the proposal on August 22, 1980. Copies of the final approved proposal and the approval letters are attached.

The three air monitoring shelters called for in the proposal have already been programmed and designed. They are scheduled for contract letting in November. The remaining work which needs to be programmed includes the purchase and installation of all the equipment described in the proposal. The estimated cost (1979) of this work is $379,290. We feel that $400,000 should be programmed. State forces may be used for some installation work.

Banfield Transitway Air Monitoring--Shelter Construction and Equipment Installation

An existing air monitoring trailer will be moved to a DEQ approved site for operation this fall in accordance with the Indirect Source Permit condition. However, due to problems with water leakage and maintenance and the DEQ requirement for long term monitoring, this trailer will be discontinued and replaced with a permanent shelter. The shelter design will be the same as those for I-205. The shelter is estimated to cost $18,000 for construction. An additional $2,000 will be required for equipment installation using state forces. Therefore, a total of $20,000 of Banfield Transitway funds will be needed to include the shelter in combination with the November, 1980, I-205 Air Monitoring Shelter contract letting (Columbia River-Lake Road Section).

I-205 and Banfield Transitway Air Monitoring--Long Term Funding of Operation and Maintenance

All of the current air monitoring work is being performed by rental of equipment (air monitoring trailers) from the equipment unit and charging the equipment rental fee (including operation and maintenance) to the preliminary engineering funds for the project. This situation will not continue, however, after the respective projects are completed. The equipment and shelter will then become part of the highway project and maintenance and operation will be performed by existing State forces. State forces required to carry out the present monitoring program will be used for the long term operation and maintenance. However, the amount of time expended toward operation and maintenance will increase with the completion of the system. The personnel resources needed are estimated as follows:

ANTICIPATED OPERATION AND MAINTENANCE PERSONNEL REQUIREMENTS
I-205 AND BANFIELD FREEWAY LONG TERM AIR MONITORING PROGRAM

	Monthly Rate	Annual Rate	Position Source
1 FTE Scientific Inst. Tech 2	$1,761	$21,132	Electrical Unit
1 FTE Environmental Tech 2	$1,380	$16,560	Metro Envir. Unit*
0.75 FTE Highway Engineer 1	$1,598	$14,385	Environmental
Section 0.1 FTE Highway Engineer 3	$1,942	$ 2,331	Environmental
ANNUAL TOTAL		$55,408	

Additional funds will be needed for spare parts and consumables. At this point we can only guess, but we estimate the annual cost of supplies to be $25,000. Therefore the total annual operation and maintenance cost (salaries and supplies) would be approximately $80,000. This amount will need to be available as soon as we can no longer charge against the preliminary engineering prefix for the I-205 and Banfield Transitway projects.

I realize this is a complicated request. Please let me know if you need addtional information. Thank you.

*This position will be transferred to E. L. Hardt, Region 1 at the start of the next biennium.

GAP:AJG:lb
Attachment
cc: H. S. Coulter, E. S. Hunter, E. L. Hardt, R. L. Schroeder,
R. N. Bothman, L. E. George, Walt Hart

9219

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ENV 3

July 28, 1980

NOTED
E. S. HUNTER

Mr. Howard Harris
DEQ
PO Box 1760
Portland, OR 97207

RE: I-205 Air Monitoring Project Proposal
Columbia River-Lake Road Section
I-205 (East Portland) Freeway
Multnomah County

Dear Mr. Harris:

Submitted herewith is our I-205 Air Monitoring Project proposal for your review and approval. The proposal is being submitted in accordance with the conditional approval of the Environmental Quality Commission, dated 7-19-74. We trust that you will find the proposal to be substantially in conformance with the views expressed by DEQ staff in previous meetings and correspondence. Also, you will find that it is a state-of-the-art proposal which will remain flexible should the air monitoring needs change in the years to come. If you have any questions regarding the proposal, we would be happy to schedule a meeting with you here in our Salem office or feel free to give us a call.

We would appreciated receiving your approval of the proposal within the 15 days alotted by OAR 340-20-125(2). Thank you.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

RECEIVED
TECHNICAL SERVICES
JUL 29 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

GAP:AJG:ct

Attachment

Form 734-3122

9219 L.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(2)303
East Portland Freeway
Air Quality Monitoring Program

Date: February 13, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

In response to Mr. Hunter's February 8, 1980, letter I agree that an ozone monitoring station should be part of the overall monitoring program. The program should be tailored to meet current minimum needs in coordination with DEQ.

The Air Quality Monitoring should be programmed as a separate project independent of the current P.E. This will allow orderly accounting separation for both activities.

Please forward the complete air monitoring program, including cost estimates and expected time frames for individual activities. Please show an expected service life for the various components of equipment and describe the installation. Your cost estimate should include equipment, materials and labor which I assume will be performed by State forces.

Final approval and funding methods will be determined after review of the total package. If you wish to discuss any issues during design, please contact me.

G. L. Green

cc:
OSHD (E S Hunter)

RECEIVED
STATE HWY ENGR

FEB 19 '80

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
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GENERAL FILES

L.

February 8, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

I-205 Air Monitoring Project
I-205 Freeway
Multnomah County

On September 17, 1976, you made a tentative commitment to the expenditure of funds for an air monitoring program at three stations along the I-205 Freeway (Columbia River-Lake Road Section). As we began the preliminary engineering for this project, we discovered that an additional integral part of the project -- a downwind ozone monitoring station -- was overlooked in the funding commitment. Therefore, before we proceed any further, we would like to request your funding commitment of the entire air monitoring project as is required by the Oregon Department of Environmental Quality indirect source approval letter of July 7, 1974.

Attached you will find copies of the following correspondence:

(a) DEQ Conditional Approval, July 30, 1974, and attached staff report, July 18, 1974.

(b) ODOT Memo, August 2, 1974.

(c) DEQ Letter, October 4, 1976.

As you can see, the DEQ requirement for real-time monitoring has always encompassed the requirement for a downwind ozone monitoring station along the I-205 corridor north of Oregon City. In particular, see page 4 of the DEQ July 18, 1974 staff report. Also, at meetings with DEQ personnel, the downwind ozone station was specifically mentioned as a requirement of a real-time monitoring project (see August 2, 1974 memo, page 2, Point 2). Finally, in their October 4, 1976 letter, DEQ again establishes that a downwind ozone monitoring station is required as part of any acceptable air monitoring program.

At the present time, we would intend to propose only an ozone and meteorological station to fulfill the DEQ requirement. Assuming a station can be located on existing I-205 right-of-way, we tentatively estimate that a downwind ozone monitoring station would cost approximately $50,000.

Based on the above discussion and attached documentation, we request that you also provide a tentative commitment funding the construction of a downwind ozone monitoring station as part of the overall real-time air monitoring program. If approved, we will incorporate it into a total program proposal which we are now designing and will soon be submitting for your approval prior to accepting bids on equipment.

If you have any questions or require additional information, please feel free to contact me.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachments

bc H. S. Coulter
D. H. Moehring
R. N. Bothman
Gary Potter (enc.)

GAP:AJG:lb ja

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF
ENVIRONMENTAL QUALITY**

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-6086

~~Pete~~ - Rick
when the operations committee re-convenes, we need to present this.
GaP

October 4, 1976

Mr. Gary Potter, Manager
Environmental Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Potter:

At our September 29, 1976 work session in review of the I-205 air monitoring proposal, you requested Department confirmation of the utility and need for fully equipped air monitoring trailer in the Oregon City area. Since we originally requested such a facility to be established, I am happy to do so.

The objective of an air monitoring trailer in the Oregon City area is to provide air monitoring data immediately downwind of the major portion of the I-205 freeway during critical oxidant periods. The critical period occurs primarily in the summer months under northerly wind conditions.

I have attached a sample of data the Department has obtained in a recent aerial oxidant survey. On this particular day, you can see a pronounced oxidant peak immediately to the south of the I-205 corridor, and violations of standards south of Oregon City. As you can see, an air quality trailer located at the southern end of the I-205 corridor, along with the other aspects of your proposed monitoring program, is required to fully document the air quality impact of I-205 and provide "real time" information for control strategy purposes.

Our oxidant survey results will be available in a report to be prepared later this year.

Thank you for the briefing on your monitoring proposal. I am looking forward to receiving the formal proposal for Department review.

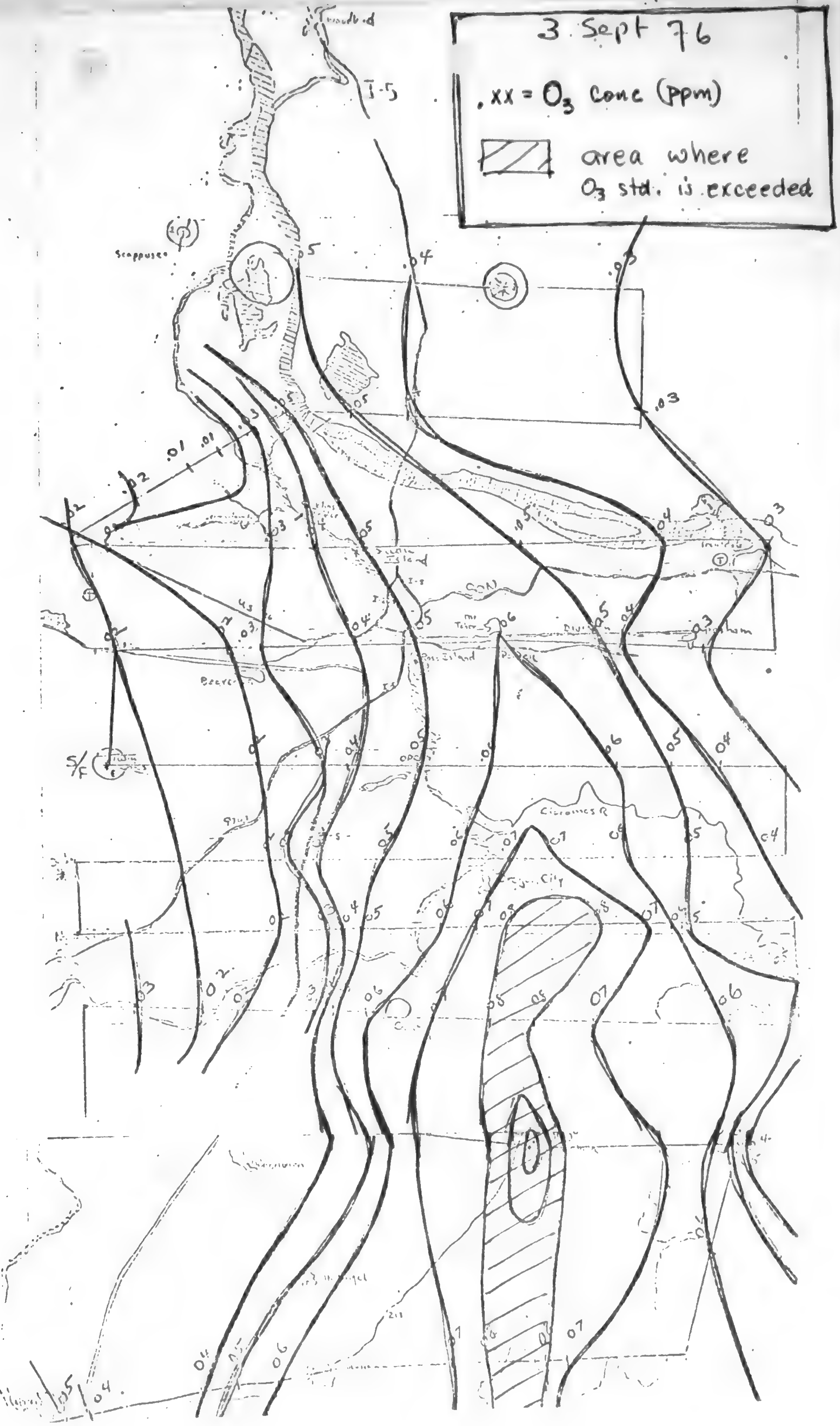
Sincerely,

LOREN KRAMER
Director

Anthony J. George J.

Anthony J. George
Transportation Control Program
Coordinator
Air Quality Division

AJG:h


3 Sept 76
.xx = O_3 Conc (ppm)
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S/F
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Salem, Oregon 97310
August 2, 1974

R. M. Wood
Air Quality Engineer

Meeting with DEQ (I-205)

MEMO TO THE FILE

On July 31, 1974, a meeting was held in Mr. Patterson's office in regard to the Director's Recommendation stipulated by DEQ (page 6 of EQC Memorandum Agenda Hem F1, July 19, 1974) as a condition for the permit to construct I-205. Representing DEQ were Messrs, Hanson, Patterson and Vogt and attending for OSHD were Stu Couper and Richard Wood.

The four points of this recommendation are attached. Items 1 and 2 will require the purchase of more right-of-way, the reduction of access to and from the facility or another design change acceptable to the DEQ. It was thought that the mere act of projecting reduced traffic volumes would not be sufficient. It is my understanding that Stu Couper will explore all possibilities further. Item 3 was not discussed. Dave Crowell attended a seperate meeting with the Acoustical Engineering staff and should be able to report on the conclusions reached.

Item 4 was discussed in some detail. The DEQ staff feels that a monitoring program should be initiated in direct response to problem areas defined in the air quality study. The conclusions reached in this discussion are outlined as follows:

1. Background data can be obtained by random sampling prior to the construction of I-205. Samples for CO should be taken at critical receptors which are projected to receive impacts after construction of the facility. Photochemical oxidant levels should be determined in the vicinity of Oregon City.
2. When it is felt that enough background data is obtained the program may be halted until the facility is in operation, at which time permanent on site sampling should commence.
3. Permanent sampling should be conducted at critical receptors and those sites where standards have been predicted to be violated.
4. A rough proposal should be prepared for DEQ's comments.

It is felt that there should be open discussion between DEQ and OSHD to arrive at the best program prior to any public acceptance of a particular plan.

The following is an initial proposal for the implementation of a sampling program.

1. The State of California and EPA will be contacted to determine the how, when and where of such programs which may be currently in operation.

2. A permanent site near Oregon City should be established as soon as possible to measure inversion height, oxidant levels, wind speed and direction and carbon monoxide concentration. This site should be away from local sources so as to obtain background levels. Other parameters such as $NO_x{}^A$ (NO and NO_2), Hydrocarbons, SO_2, O_3 and particulates might also be measured at the same facility.

3. Random sampling along the I-205 corridor using existing equipment will begin as soon as possible.

4. When a plan is formulated, CO monitors should be established as necessary along the proposed route and possibly at points on the existing sections.

RMW:cb

George

○ SN

File

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5301

TOM McCALL
GOVERNOR

KESSLER R. CANNON
Director

NOTED
S. J. COUPER

July 30, 1974

F. B. Klaboe, Administrator
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Conditional Approval, I-205
Notification of Commission Action

Dear Mr. Klaboe:

The Department has reviewed information submitted in support of your December 14, 1972, application for construction of an eight-lane section of Interstate 205 in Multnomah County. The Department has also reviewed information received subsequent to that date on April 17, June 13, June 20, and July 3, 1974, in response to requests for information by the Department. As a result of the Department's analysis of the information presented in support of the application, a staff report was prepared recommending that the Environmental Quality Commission give approval for the project subject to certain conditions.

This letter is to inform you of action taken by the Environmental Quality Commission at their July 19, 1974, meeting in Salem.

After consideration of the staff report and accompanying information, the Commission adopted the Director's recommendation to approve construction of this freeway section subject to the following conditions:

1. The OSHD shall initiate changes in design acceptable to the DEQ to reduce the carbon monoxide levels beyond the right-of-way in the area between Stark Street and Division Street on the east side of I-205.

2. The OSHD shall initiate changes in design acceptable to the DEQ to reduce the adverse impact on Rocky Butte jail resulting from high ambient air levels of carbon monoxide and lead.

3. The Highway Division shall submit to the Department for review and approval including a time schedule for implementation a detailed noise monitoring program to be implemented upon completion of the project. The result of the noise monitoring program shall be submitted to the Department including actual measurements taken and an assessment of the noise impact of the project.

NOTED

Contains Recycled Materials

4. The OSHD shall initiate an ongoing ambient air monitoring program acceptable to the DEQ to be designed to monitor the actual impact of I-205 on a "real time" basis along the right-of-way of the proposed freeway. Control measures acceptable to the DEQ shall be implemented to minimize adverse effects identified by this monitoring program.

A notice of completion form NC-PH, attached, shall be completed and submitted to the Department following completion of construction and prior to operation of this facility. (NC-PH 74-2)

If there are any questions, please advise.

Cordially,

KESSLER R. CANNON
DIRECTOR

RMJ:mh
cc: ✓Gary Potter, OSHD
Tony George, OSHD
Stu Couper, OSHD
Multnomah County Planning Commission
Robert Baldwin, Multnomah Co. Planning Director
NWRO
Enclosure

ENVIRONMENTAL QUALITY COMMISSION

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

7-18-74

TOM McCALL
GOVERNOR

B. A. McPHILLIPS
Chairman, McMinnville

GRACE S. PHINNEY
Corvallis

JACKLYN L. HALLOCK
Portland

MORRIS K. CROTHERS
Salem

RONALD M. SOMERS
The Dalles

KESSLER R. CANNON
Director

MEMORANDUM

To: Environmental Quality Commission

From: Director

Subject: Agenda Item F1, July 19, 1974, EQC Meeting

I-205, A 9.2 Mile Freeway With 8 Lanes From the State of Washington to the S. E. Foster Area - Request for Approval

Background:

On December 14, 1972, the Department received an application and draft environmental impact statement from the Oregon State Highway Division to construct an eight-lane freeway from the Lewis and Clark Highway in Washington State to the existing section of I-205 in Oregon.

On January 12, 1973, staff members of DEQ, CWAPA, and OSHD met to discuss the adequacy of the draft EIS. The Department summarized its comments on the draft EIS by letter to OSHD dated January 31, 1973. The OSHD subsequently undertook further studies to respond to the Department's comments and the Department received a revised air quality section for the draft EIS on April 17, 1974.

The Department reviewed the revised air quality section and responded to the OSHD by letter dated May 31, 1974. The letter stated that the Department's comments were extensive and that a meeting between the staffs of DEQ , OSHD, and FHWA would be the most desirable way to communicate these comments. Subsequent meetings were held June 13, 1974 and June 20, 1974. Most of the Department's comments were answered at these meetings. The OSHD submitted a letter dated July 3, 1974 to the Department with the additional air quality information requested by the Department at these meetings.

Contains
Recycled
Materials

Discussion:

The proposed project is a 9.2 mile connecting link beginning at the northern end of the proposed Columbia River Bridge, approximately one-half mile north of the Oregon-Washington state line, and extending southward to S. E. Foster Road in east Portland. Plates 1 and 2 from the EIS illustrate the location of the proposed project.

This eight-lane section of I-205 and its eight interchanges requires a right-of-way width which varies from 300 to 650 feet. Also included in this section is a 7,700 foot bridge which traverses the Columbia River via Government Island, overcrossing the Burlington Northern Railroad, Marine Drive, Evergreen Highway, and the Lewis and Clark Highway in Washington.

This section of I-205 is designed for an average daily traffic (ADT) volume of 110,000 vehicles at a service level of "C". (Service level "C" provides for stable flow with significant but acceptable delays.) Proposed traffic volumes for the proposed section were provided by the OSHD.

Air Quality:

Systems, Science and Software (S^3) under contract to OSHD developed the projected ambient air quality levels along the 9.2 mile section of I-205. The air quality was modelled for the years 1978, 1985 and 1990 to predict the concentrations of carbon monoxide (CO), total hydrocarbons (THC), and lead (Pb) under typical and adverse meteorological conditions. S^3 used its existing computerized mathematical models EXPLOR (Examination of Pollution Levels Of Roadways) and NEXUS (Numerical Examination of Urban Smog) to predict future air quality. Input data for the diffusion models was supplied to S^3 by the following: National Weather Service (meteorological data; the United States Geological Survey (topographic data); and the Oregon State Highway Division (topographic data, traffic flow data, and vehicle emission factors).

The Department has reviewed the S^3 I-205 Highway Impact Study SSS-R-73-1982, and all additional air quality information submitted by the OSHD. Based on the information submitted, the Department finds that the operation of the proposed I-205 will raise the ambient air concentrations of all motor vehicle related air pollutants in the vicinity of the freeway. The projected increase will not be enough to cause ambient air standards to be exceeded on a regular basis. In isolated areas, carbon monoxide and hydrocarbon standards are predicted to be exceeded approximately four percent of the year and the proposed lead standard exceeded approximately twenty percent of the year. The worst case conditions will occur during the year the freeway commences operation, currently scheduled for 1980. Air pollution resulting from the operation of I-205 is projected to decrease beyond 1980.

The original air quality predictions were based on 1978 data. However, the scheduled completion date has been moved back two years to 1980. Also, EPA has delayed the motor vehicle standards two years. Therefore, the projections originally made for 1978 are valid for 1980.

The Department finds that the ambient air carbon monoxide (CO) standard, the proposed lead (Pb) standard, and the hydrocarbon (HC) standard will be exceeded, based on worst case conditions, beyond the right-of-way at some locations along the proposed section, which will be discussed below:

Carbon Monoxide

The carbon monoxide level is projected to exceed the 8-hour ambient air standard (8.7 ppm, max. 8-hr. average) at the following locations when the proposed section commences operation.

1. The area between Stark Street and Division Street on the east side of the freeway could be exposed to carbon monoxide levels of 10.0 to 11.0 ppm at the edge of right-of-way. In this area, the standard will be met at distances varying from 490-540 feet from centerline. This section includes the far west edge of both Mall 205 and Portland Union Academy and some private residences that have property abutting S. E. 96th Avenue.

2. The highest carbon monoxide concentrations in the Rocky Butte area occur in the valley between the two freeways, I-205 and Banfield. Concentrations of 8.0 to 12.0 ppm were estimated for the area in the vicinity of the Multnomah County jail.

Lead

Ambient air lead levels are expected to exceed the proposed 3-month ambient air standard (2.0 ug/m^3, max. 3-month average) at the following points along the proposed section upon commencement of operation.

1. In the area of Rocky Butte jail, the proposed 3-month standard is projected to be exceeded. An approximate method developed to correlate the predicted worst-case 8-hour average to the proposed 3-month average standard indicates that the lead level may approach 4 μg/m^3 for a 3-month average.

2. Using the same method as for lead at Rocky Butte jail, the standard of 2.0 μg/m^3, 3-month average may be slightly exceeded at the edge of right-of-way, 200 feet from centerline, in the Maywood Park area. However, due to the conservative nature of the method used in conversion of data and the fact that the use of no lead gasoline is not taken into account, the proposed lead standard will, in all likelihood, not be exceeded in Maywood Park.

Hydrocarbons

Hydrocarbon concentrations are predicted to exceed the ambient air standard (0.24 ppm max. 3-hour concentration measured from 0600 to 0900) in two areas beyond the right-of-way.

1. At the north end of the project in the area of Marine Drive, the ambient air standard is predicted to be exceeded.
2. The section from north of Mall 205 to the south end of the project is predicted to exceed the ambient air standard.

The Department concludes that the OSHD made two assumptions, listed below, which result in a high predicted value of ambient air hydrocarbon concentrations.

1. The methane portion of the total hydrocarbons is fifty percent.
2. The maximum eight hour concentration will be equal to the three-hour morning traffic concentration.

Even considering an allowance for these two assumptions, it is likely that the standard may be exceeded up to 4% of the time at the two locations. The Department, however, further feels that since the standard is related to prevention of photochemical oxidant (which occurs away from the freeway area) that the incorporation of a required monitoring program as a condition of approval as related to oxidants is considered reasonable.

Photochemical Oxidant

The Department concurs with the OSHD that the magnitude and frequency by which the ambient air photochemical oxidant standard will be exceeded is impossible to determine from currently available data and methods. However, oxidant levels relative to those measured in the area of Oaks Park - Oak Grove, resulting from hydrocarbon emissions in Portland's Central Business District, were estimated by OSHD for the Gladstone-Oregon City area resulting from motor vehicle related emissions at the south end of the proposed project. This prediction indicated that the ambient air photochemical oxidant standard will be exceeded in the Gladstone-Oregon City area.

The Department concludes that an ongoing monitoring program in the area of the suspected photochemical oxidant violations must be undertaken upon opening of I-205 to determine the magnitude of the problem, if any.

Noise

Although the Department has not adopted specific noise standards for freeways or public roads, we have briefly analyzed the potential noise impact of I-205 as submitted by the Highway Division.

The noise analysis submitted to the Department evaluates the noise impact of I-205 as related to the design criteria of BBN (consulting firm Bolt, Beranek and Newman, Inc.) and the FHWA guidelines for traffic noise as shown in Table 10b (attached). It should be noted that the maximum allowable noise levels in the guidelines used vary according to the adjacent land use. The environmental assessment for noise as submitted to the Department primarily addresses the expected noise levels at specific locations along I-205 such as Maywood Park, Lee Neighborhood, Lents Neighborhood and near schools and institutions. Measurements of existing noise levels have been taken at a number of locations, and it has been assumed for regions where actual measurements were not made existing noise levels are similar to those measured for the same amount of human activity.

As stated in the report submitted by the Highway Division "It can be seen that even when the roadway is depressed and barriers constructed, a number of residences will be exposed to noise levels above the existing noise level and the design criteria suggested by BBN." Considering the magnitude and potential environmental effect of the proposed project, the Department believes the Highway Division should clearly enunciate for the public the projected noise levels along the entire length of I-205 through the metropolitan Portland area in relation to the FHWA guideline noise levels. The Department staff is prepared to submit to the Highway Division areas where the Department is concerned and review any additional noise reduction measures that may be taken.

As with any projected project assumptions are made based on existing data and techniques. However, actual measurements may differ from those projected when the project is completed. This is particularly true where considerable time may elapse from the original design to final completion of a project such as is the case of I-205. Therefore, the Department believes it is imperative that the Highway Division be prepared to conduct an extensive noise monitoring program upon completion of the project to evaluate the effectiveness of the noise reduction techniques used and determine any areas where further noise reductions are necessary.

Overall although the Department believes the noise impact from the projected freeway should be less than freeways constructed in the past there will be an increase in noise levels over existing levels particularly during periods of heavy traffic and possibly from truck traffic at night. However, the Department believes technology does exist and will become available so noise reductions can be made in problem areas, if any.

Director's Recommendation

The Director recommends that the Commission approve the construction of the proposed 9.2 mile section of I-205 subject to the following conditions:

1. The OSHD shall initiate changes in design acceptable to the DEQ to reduce the carbon monoxide levels beyond the right-of-way in the area between Stark Street and Division Street on the east side of I-205.

2. The OSHD shall initiate changes in design acceptable to the DEQ to reduce the adverse impact on Rocky Butte jail resulting from high ambient air levels of carbon monoxide and lead.

3. The Highway Division shall submit to the Department for review and approval including a time schedule for implementation a detailed noise monitoring program to be implemented upon completion of the project. The result of the noise monitoring program shall be submitted to the Department including actual measurements taken and an assessment of the noise impact of the project.

4. The OSHD shall initiate an ongoing ambient air monitoring program acceptable to the DEQ to be designed to monitor the actual impact of I-205 on a "real time" basis along the right-of-way of the proposed freeway. Control measures acceptable to the DEQ shall be implemented to minimize adverse effects identified by this monitoring program.

K. Cannon

KESSLER R. CANNON
Director

RLV:h 7/18/74

TABLE 10b

Design Noise Level/Land Use Relationships

Land Use Category	Design Noise Level - L10	Description of Land Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include ampitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA	Developed lands, properties or activities not included in categories A or B.
D	---	For requirements on undeveloped lands see paragraphs 5.a (5) and (6) of PPM 90-2.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

These noise levels are desired goals which apply only to areas of normal human use. The values do not apply to the entire site, but only to the area where activity occurs.

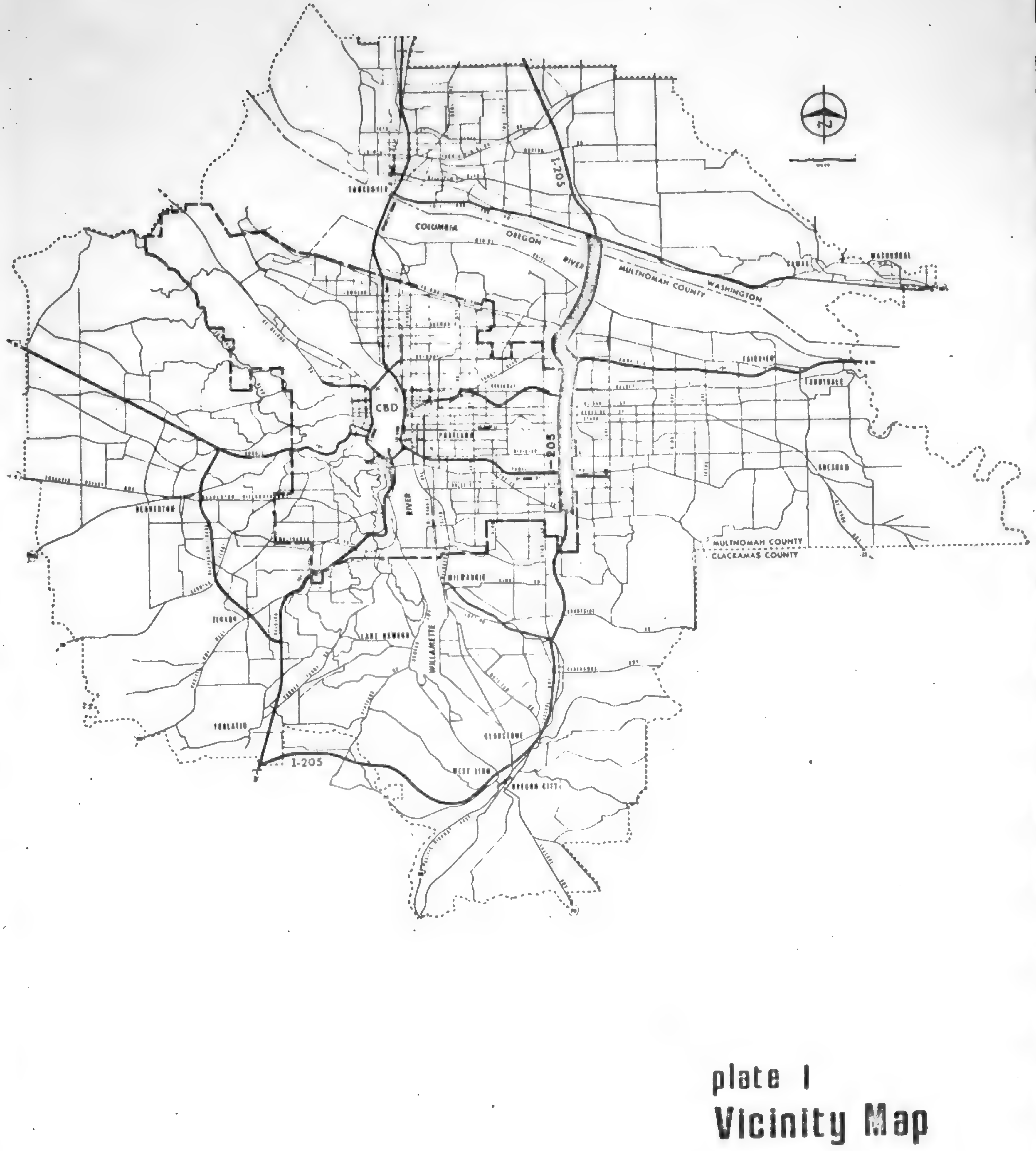
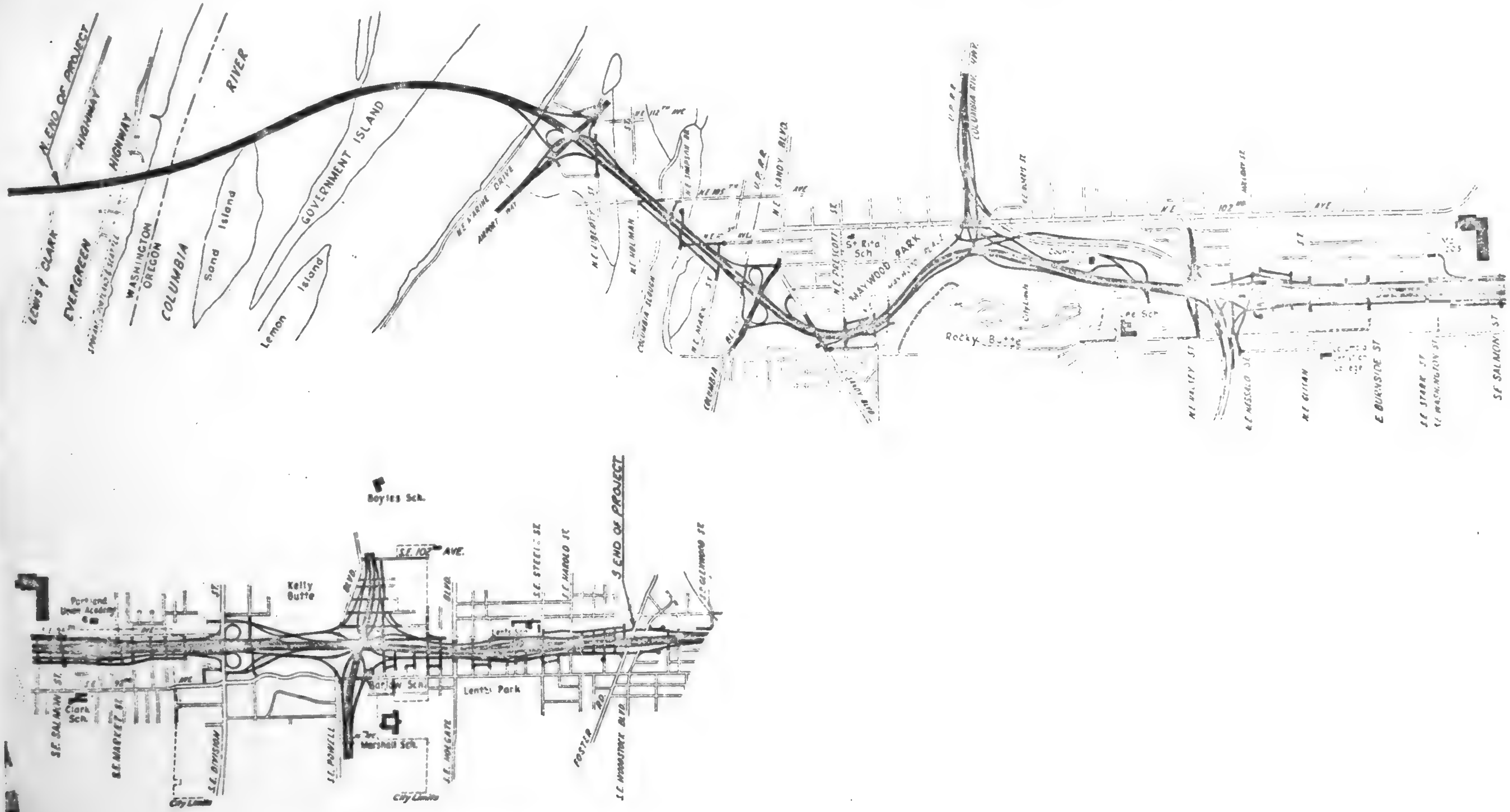

I-205
VANCOUVER
COLUMBIA
OREGON
RIVER
MULTNOMAH COUNTY
WASHINGTON
CAMAS
WASHOUGAL
CBD
PORTLAND
FAIRVIEW
TROUTDALE
I-205
GRESHAM
BEAVERTON
RIVER
MULTNOMAH COUNTY
CLACKAMAS COUNTY
MILWAUKIE
TIGARD
LAKE OSWEGO
WILLAMETTE
TUALATIN
GLADSTONE
I-205
WEST LINN
OREGON CITY

plate I

Vicinity Map

oregon state highway division
ENVIRONMENTAL IMPACT STATEMENT
I-205 Alignment

plate 2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LEWIS & CLARK
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AIRPORT WAY
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N.E. HOLMAN
COLUMBIA SLOUGH
N.E. SIMPSON RD.
N.E. MARK ST.
COLUMBIA BLVD.
U.P. R.R.
N.E. SANDY BLVD.
N.E. PRESCOTT ST.
St. Rita Sch.
MAYWOOD PARK
U.P. R.R.
COLUMBIA RIV. HWY.
Rocky Butte
City Limits
N.E. HALSEY ST.
N.E. WEIDLER ST.
N.E. 102nd AVE.
N.E. GLISAN
E. BURNSIDE ST.
S.E. STARK ST.
S.E. WASHINGTON ST.
S.E. SALMON ST.
S.E. SALMON ST.
Clark Sch.
S.E. MARKET ST.
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1214

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
January 23, 1980
Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

TO: D.H. Moehring
Project Management Engineer

SUBJECT: Construction of Air Monitoring Shelters
I-205 Freeway
Multnomah County

Our office is coordinating the design, construction and installation of the I-205 air monitoring program required by the Department of Environmental Quality in their July 19, 1974, conditional approval of the project. Part of this task involves the construction of three air monitoring shelters with approximately 140 square feet of floor space. In a previous discussion between Tony George and Bob Ellison, the cost of these shelters were estimated at $18,000 each, for a total cost of $54,000. The design of the shelters is being carried out by Gordon Ballard in Bridge Design.

Please program the construction of these shelters. The contract should be scheduled for letting in September, 1980. We anticipate a 90 day construction period.

A tentative commitment to funding this project was given by the FHWA in their letter dated 9-17-76, point number 3 (copy attached). If you have any questions, feel free to contact Tony George or myself.

GAP:AG:ct

CC: E.S. Hunter
Walt Hart
J.H. Versteeg
R.N. Bothman
Ed Hardt

RECEIVED
TECHNICAL SERVICES
JAN 23 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 17, 1976

In reply refer to: 1041A

copy to Pete, ~~Rick~~ this to I-205 Book

SUBJECT: I-205 Freeway Operations Plan

FROM: G. L. Green, Division Administrator

TO: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The following listing represents a tentative FHWA commitment to funding operational concepts developed through your I-205 Freeway Operations Committee.

1. Provision for conduit in the initial construction which will provide capability for installation of a hard-wire emergency call-box system.
2. A traffic surveillance system consisting of conduit, loop detectors, calculating equipment, centralized collection and display at Barlow School.
3. An air quality monitoring system consisting of three fixed monitoring stations within the yet to be constructed section of I-205. The system would include centralized recording and monitoring at Barlow School.

for G. L. Green

noted
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9-21-76

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Dirty air in '80s 'may shut' I-205

By **DIANE CARMAN**
Journal Staff Writer

The possibility of closing the Interstate 205 freeway down after it is completed because of air pollution was raised Thursday at a meeting of the Joint Policy Advisory Committee on Transportation.

The group of elected officials from the metropolitan area met to advise the Metropolitan Service District on policies to cope with the anticipated air pollution problem caused by additional automobile traffic that is expected to be generated after the freeway is opened in mid-1982.

The issue was raised in an analysis of several transportation improvement projects by the state Department of Environmental Quality.

Ann Batson, assistant transportation coordinator for the DEQ, said the analysis indicated that an additional 700 tons of hydrocarbons and added ozone produced by traffic created by the new freeway will make it "extremely difficult for the Portland metropolitan area to meet the federal Environmental Protection Agency's Clean Air Act requirements by the 1987 deadline."

The I-205 freeway was the only project of those analyzed that was found to produce adverse impacts on the air quality. The rest of the projects were said to improve traffic flow without creating more automobile traffic and, therefore, improve air quality.

"The DEQ has the authority to shut down I-205 in an ozone episode or other air pollution events that threatens public health," she said. "It isn't very realistic to talk about shutting it down completely, but that is one means available to cope with the problem."

Multnomah County Executive Don Clark, a long-time critic of the I-205 project, said the air pollution problem could force the county to reconsider its land use plans calling for high-density residential development in the I-205-Banfield Freeway corridor

"We, as a public health agency, have to consider the impacts on the nursing homes, low-income housing for the elderly and all the people living in that area if there is going to be a health hazard," Clark said. "We just adopted a land use plan, recommending major housing development in that region, and we may have to revise it because of the potential health hazard."

Clark said it will be up to the MSD to control the situation, since it is designated as the lead agency for achieving the Clean Air Act standards in the region.

"The buck stops with the MSD, and DEQ is going to be on their case on one side if the air pollution problem remains unchecked and Multnomah County, as a public health agency in the area, is going to be on their case as well," he said.

Several methods to mitigate the anticipated air pollution problems were discussed besides closing the $1.1 billion freeway. Possibly closing several of the ramps allowing traffic on the freeway in the metropolitan area, using ramp metering to discourage use of it and developing more extensive mass transit facilities for the area were suggested.

When asked why the DEQ gave its approval of the freeway project in the first place in light of the air pollution problem, Ms. Batson said "the situation wasn't fully understood at that time. We thought then we would meet the Clean Air Act standards by 1975. The agency gave conditional approval to the freeway project with the stipulation that it would not create a severe air pollution problem."

Clark said the numerous adverse impacts of the freeway "already are apparent in the sprawling development in East Clark County. It is because of this sprawl that mass transit development is so difficult."

He said he did not know how the air pollution question would affect the proposed widening of the Banfield Freeway.

"That was not discussed," he said.

"The reason why we are talking about taking these actions on I-205 and no other highways in the area is because it is the only project that was approved after we learned of the region's air pollution problem," Ms. Batson said. "Any future transportation projects will have to undergo the same kind of scrutiny."

ONLY 8 MORE NIGHTS OF
GREYHOUND RACING
POST TIME 7:30 TONIGHT

9219

L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 22, 1979

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: I-205 AIR MONITORING PROGRAM

NOTED
E. S. HUNTER

TO: TONY GEORGE
Environmental Section

I reviewed your critical path scheduling for the I-205 air monitoring program and can find no faults. I do have the following comments:

1) Scheduling. You mentioned that possibly the construction of the air monitoring shelters should be put on the construction schedule. This is done by writing to Dave Moehring's office as soon as you have a reasonably good cost estimate for the work requesting that the work be added to the schedule giving a proposed contracting date and as much data as you know about the project. According to Buz Swan, the sooner that they have that information the better.

2) Your schedule indicates a start of building the shelters about a year from now. They could probably be built at any time of the year but the better the weather conditions the quicker they will be built-and probably at a less cost than in the dead of winter. A 3-month contract starting a year from now would be satisfactory for the work. If it's decided to run conduit through the South Banfield Interchange area as a part of this contract, you should verify prior to the advertisement of the contract that the excavation for the freeway is to a stage that would allow placement of this conduit. If you decide to go with radio or telephone transmission then, of course, this question becomes moot.

3) Delivery of equipment, of course, is vital to your schedule. My experience in the past with traffic signal equipment is that you cannot put much faith in the promises of a vendor. When a time comes to get a delivery date from the factory, it is usually several weeks or months in the future, as compared to the optimistic promises you get from the salesman. It looks like you need to concentrate on the plans for the remodeling of the space in the Barlow School. After the space needs are known, it will take some time for the plans to be prepared for the remodeling and, of course, the contracting and construction time must be allowed for. I think you have prepared a realistic schedule for the work if all the pieces fall into place in a reasonable fashion. Good luck.

ELH/cr
cc E. S. Hunter
J. H. Versteeg
L. E. George
Gary Potter
Bob Judson

RECEIVED
TECHNICAL SERVICES
AUG 23 '79
REFER TO
FOR
Info
Inves
R/D
D/R

9214

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
August 9, 1979
Salem, OR 97310

FROM: Anthony J. (Tony) George, Engineering Coord.
Environmental Section

SUBJECT: Critical Path Schedule --
I-205 Air Monitoring Program

TO: Gary A. Potter, Manager
Environmental Section

NOTED
E. S. HUNTER

Attached for your information is a copy of our critical path schedule on the I-205 air monitoring program. The total schedule is designed to have a fully operational program at least 3 months prior to the completion and opening of I-205 -- assumed to be July 1, 1982. A total of 10 months slack time is allowed for unanticipated delays.

The schedule is organized in monthly time increments, with the start of activities commencing July 1, 1979. We are now one full month into the schedule. Key events occur at activities D, E and F -- the Administration, DEQ and FHWA approval of system and equipment design. This should occur around March 1, 1980. Also, construction of the air monitoring stations (activity I) begins about September 1, 1980 and is planned for completion in three months. Maybe this should be added to the contract letting schedule.

I hope you will find this helpful in following our progress over the ensueing months. I will prepare a brief progress report on a quarterly basis. A major conclusion so far is that we do not have any time to waste and we will proceed on the I-205 monitoring program as a top priority.

By copy of this letter, I am asking for any comments or concerns that others may have.

AJG:brl

Attachment

cc: E. S. Hunter w/attachment
Ed Hardt w/attachment
J. H. Versteeg w/attachment
L. E. George w/attachment
Bob Judson w/attachment

RECEIVED
TECHNICAL SERVICES
AUG 10 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

I-205 Air Monitoring Program Development

July, 1979

The Engineering Unit of the Environmental Section is responsible for designing, procuring, installing and implementing an air monitoring network for the I-205 freeway before construction is completed in July, 1982. The network should be operational 3 months, preferably at least one year, earlier to provide time for background data collection and evaluation. It is therefore necessary to coordinate the selections, orders and construction of three permanently located, interconnecting air sampling stations with a data control center along the freeway and a remote, independent station in north Oregon City to ensure satisfactory completion of the project.

The design of the three freeway sampling stations, site locations and the electrical and data transmission lines are currently being formulated and should be finalized within 3 months. Simultaneously, the remote station is being designed while Federal approval is pending. The location of the space in the Barlow School for the data center is also being considered and probably won't be designated for at least 6 months. Approval of the designs by the Engineering Coordinator and Management can be expected to be granted within the next month after they receive the requests.

Also, evaluation and selection of pollutant analyzers, meteorological sensors, data acquisition and control systems and auxiliary equipment for the bid process should be provided within the next 6 months. The Engineering Coordinator and Management may approve the selections during the subsequent 2 months.

After approval of the stations, sites, transmission lines, instruments and equipment, the preparations of the bids and the final approvals by the Engineering Coordinator and Management takes 3 months. After submitting the bid request through the Highway Accounting office to the General Services, the process involving invitations, openings, notices and lettings requires another 4 months.

The construction of the air sampling buildings and renovation of space for a data center should be completed within the next 3 months. The placement and connection of the servicing units, such as transmission lines and electricity, to the buildings should be performed during these months. The delivery of the instruments and equipment will be in 3 months after the purchase letting and installed the following 2 months.

The start-up operation of the stations during the next 3 months will provide time for debugging the instruments, training operations and establishing routine calibrations and servicing. During the following months, reliable ambient air quality measurements will be obtained from the normal network operation.

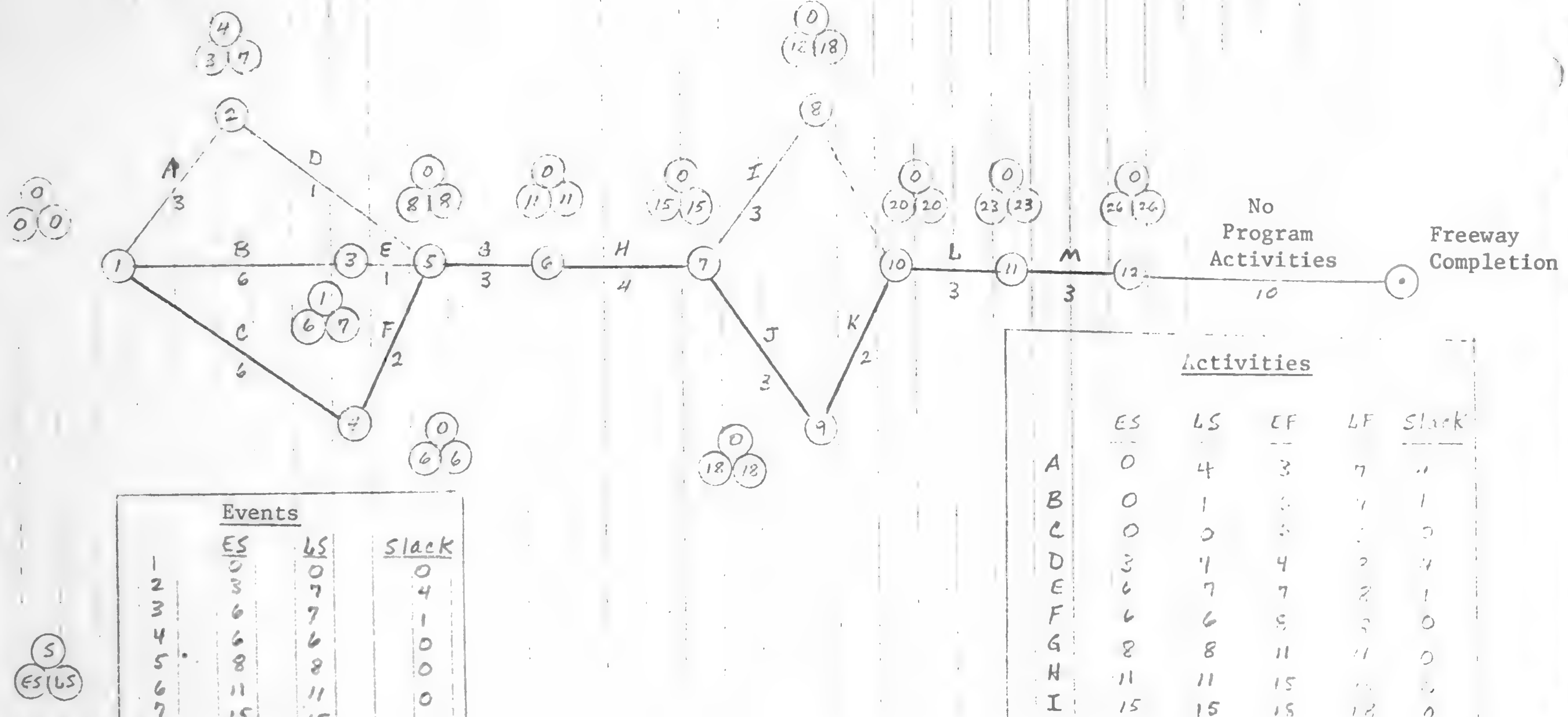
I-205 Air Monitoring Program Development

Activity

Identification	Description	Predecessor	Duration (Months)
A	Designs: Stations, Sites, Lines	--	3
B	Space Designation: Data Center	--	6
C	Selections: Instruments, Equipment	--	6
D	Designs: Approved	A	1
E	Space: Approved	B	1
F	Selections: Approved	C	2
G	Bid Preparations and Approval	D,E, & F	3
H	Bidding Process	G	4
I	Station Construction	H	3
J	Delivery: Instruments, Equipment	H	3
K	Installation: Instruments, Equipment	J	2
L	Start-up Opereration	K	3
M	Background Data Collection	L	3
X	Max. Program Development	A	26

I-205 Air Monitoring Program Development

July 1979


1
2
3
4
5
6
7
8
9
10
11
12
A 3
B 6
C 6
D 1
E 1
F 2
3 3
H 4
I 3
J 3
K 2
L 3
M 3
10
No Program Activities
Freeway Completion
0 0 0
4 3 7
1 6 7
0 6 6
0 8 8
0 11 11
0 15 15
0 12 18
0 18 18
0 20 20
0 23 23
0 26 26
S ES LS
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 … 24 25
Duration (Months)

Events

	ES	LS	Slack
1	0	0	0
2	3	7	4
3	6	7	1
4	6	6	0
5	8	8	0
6	11	11	0
7	15	15	0
8	18	18	0
9	18	18	0
10	20	20	0
11	23	23	0
12	26	26	0

Activities

	ES	LS	EF	LF	Slack
A	0	4	3	7	4
B	0	1	[illegible]	7	1
C	0	0	[illegible]	[illegible]	0
D	3	7	4	[illegible]	4
E	6	7	7	8	1
F	6	6	8	8	0
G	8	8	11	11	0
H	11	11	15	[illegible]	[illegible]
I	15	15	15	18	0
J	15	15	18	[illegible]	[illegible]
K	18	18	20	[illegible]	[illegible]
L	20	20	23	[illegible]	[illegible]
M	23	23	[illegible]	[illegible]	[illegible]

9214

6.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 19, 1979

Salem, OR 97310

FROM: Troy George for Gary A. Potter, Manager
Environmental Section

SUBJECT: I-205 Air Monitoring Program
Transmission Line Conduit
and Shelters

TO:
Ed Hardt
Walt Hart
J. H. Versteeg
Bob Judson
L. E. George

As a followup to our May 18, 1979 memo, we have determined that additional discussion is needed on how many data/power transmission line conduits are needed on the project and where they should be located. Therefore, we have set a meeting for June 21, 1979 (Thursday) at 2:00 p.m. in Salem in the small conference room. Can you or someone from your office attend?

As shown on the map attached to our previous memo, only one conduit route (two separate conduits) are needed for the air monitoring program. However, it seems that two conduit routes, one on each side of the freeway, may be needed to serve other planned functions. Ed Hardt will report on the decision which has been reached concerning one or both routes.

Bridge Design has incorporated conduits (with at least one extra conduit) on each side of all the structures that have gone to contract thus far. We need to confirm the purpose of the various conduits and decide if one extra conduit is sufficient for all future needs. If not, another conduit should be incorporated into the remaining structures yet to go to contract.

Finally, we need to begin discussion on the size, type and placement of the air monitoring shelters. Hopefully, we can decide if the shelter planned at Station 470+00 should be included in the Powell-Foster paving contract, or if these should be added to a future contract.

Please come prepared, as we need to resolve these issues quickly and accurately. The contractor has already started work on the Powell-Foster contract.

GAP:AJG:brl

cc: E. S. Hunter
R. N. Bothman

RECEIVED
TECHNICAL SERVICES
JUN 2 1979
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	[illegible]	File

931-

L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
May 18, 1979
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: I-205 Air Monitoring Program

TO: Ed Hardt
Walt Hart
J. H. Versteeg
Bob Judson
L. E. George

We have thoroughly reviewed the requirements of the I-205 air monitoring program required by the Oregon Environmental Quality Commission. The program is still feasible as developed by the I-205 operations committee some time ago. We now feel we are in a good position to discuss where and what type of electrical transmission and power supply conduit should be installed on the project to accomodate air monitoring requirements. In addition, it would be a good idea to establish a precise location for the air monitoring shelters, the approximate size, and the type of structure (e.g., concrete block, wood, etc.).

Would you please have your representative contact Tony George on my staff so he can hold a meeting to discuss these issues. After the technical issues are identified, we can decide what will go into the construction plans.

Attached is a map showing the assumed approximate location of the air monitoring shelters. Also shown are the presumed best routes for the electrical conduit. If you have any obvious problems or concerns at this point, please make them known to Tony so that they can be addressed at the meeting.

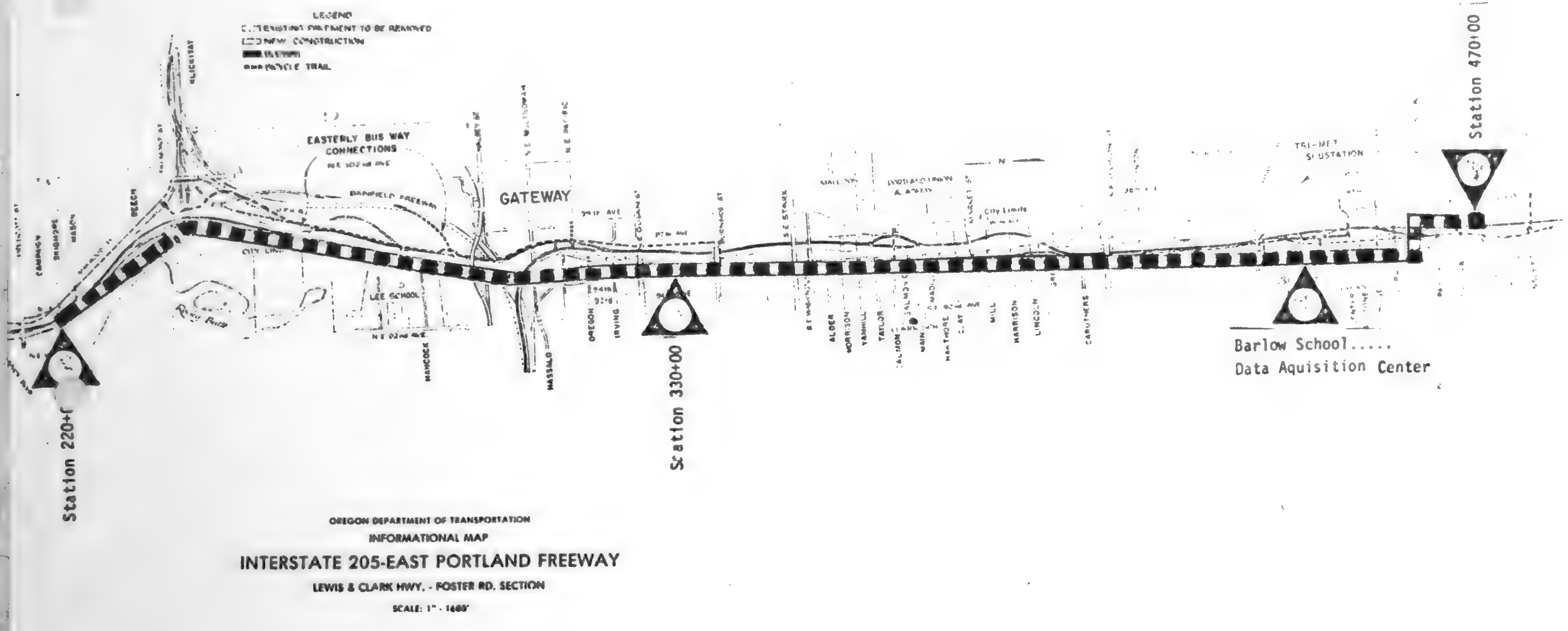
GAP:brl

cc: E. S. Hunter
R. N. Bothman

RECEIVED
TECHNICAL SERVICES
MAY 18 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Preliminary I-205
Air Monitoring Conduit
Routing


LEGEND
EXISTING PAVEMENT TO BE REMOVED
NEW CONSTRUCTION
BICYCLE TRAIL
EASTERLY BUS WAY CONNECTIONS
BANFIELD FREEWAY
GATEWAY
LEE SCHOOL
HANCOCK
HALSEY ST
N.E. MULTNOMAH
N.E. PACIFIC
HASSALO
OREGON
IRVING
GLISAN ST
BURNSIDE ST
S.E. STARK
S.E. WASHINGTON
ALDER
MORRISON
YAMHILL
TAYLOR
SALMON
MAIN
HAWTHORNE
CLAY
MILL
HARRISON
LINCOLN
CARUTHERS
MARKET ST
City Limits
N
TRI-MET SUBSTATION
CAMPAIGN
SISKIYOU
BRAZEE
BEECH
KLICKITAT
Station 220+0
Station 330+00
Station 470+00
Barlow School.....
Data Aquisition Center
OREGON DEPARTMENT OF TRANSPORTATION
INFORMATIONAL MAP
INTERSTATE 205-EAST PORTLAND FREEWAY
LEWIS & CLARK HWY. - FOSTER RD. SECTION
SCALE: 1" - 1600'

9219

2.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1979

In Reply Refer to
File No.:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

[illegible]
HUNTER

RE: I-205 Air Monitoring Program
East Portland Freeway
Multnomah County, Oregon

Dear Mr. Green:

Attached is a request for approval to purchase a carbon monoxide monitor using I-205 construction funds. I have tentatively approved this request subject to your concurrence that Federal-aid funds can be used. This purchase is part of the previously approved I-205 air monitoring program and the instrument requested will become a part of the permanent air monitoring system along I-205.

Your concurrence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:brl

Attachment

RECEIVED
TECHNICAL SERVICES
APR 2 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CW

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 26, 1979
Salem, OR 97310

FILE:

Would you pls. investigate & advise Tony & me.

FROM: Anthony George, Engineering Coord.
Environmental Section

Tony

SUBJECT: Request for Purchase of Carbon Monoxide Monitor--I-205 Air Monitoring Program

TO: Gary A. Potter, Manager
Environmental Section

I am requesting permission to purchase an EPA approved reference method continuous carbon monoxide monitor (non-dispersive infra-red) for use in our I-205 air monitoring program. Current quality assurance checks have raised serious concerns that our Beckman 6800 Gas Chmatograph is not producing reliable carbon monoxide measurements. If this is the case, it could seriously jeopardize any conclusions we make when we implement our I-205 real-time monitoring program after I-205 is operational. I have determined that the best way to check our data is to run an EPA reference method monitor side-by-side with our existing monitor. Since we will be purchasing four carbon monoxide monitors as part of our real-time monitoring program, I would like to purchase one of these instruments in advance, install it in the Clark School trailer and compare the results with our present method. If the results check out OK, we would remove the new unit from the trailer and reinstall it in the I-205 system along with the three other units that will be purchased later.

If the results do not check out OK, we can use the new unit to collect CO data until the old unit can be repaired or replaced.

I understand that the entire I-205 monitoring program is eligible for the use of FAI matching funds. If this is the case, advance purchase of one unit should also be eligible. Estimated costs of the new analyzer are:

$6,000	-- Carbon monoxide analyzer with air sample and calibration gas system panel
500	-- Accessories (calibration gas, regulator, control switch, electrical interface and adaptors and spare parts)
250	-- Installation (electrical wiring, connections, valves, tubing and fittings)
$6,750	-- TOTAL COST

I assume we would go through the normal bid process. Therefore, if you find this request acceptable, we should proceed with procurement as soon as possible.

If you need any additional information or explanation, please let me know. Department approval is requested.

AG:brl

Approved [illegible]
[illegible] '79
31

1980 Powder River (Broadway Ave.) Bridge Sec. in Baker. (Paving and structure) 9221

CYA 6892 1-24-79

CYA 7364 9-17-80

18,000 x 88%

66,000
15,840
50,160

PE by 505 funds
$[illegible] Federal funds with the
remainder of the Federal $66,000
went to other [illegible]

PE #545 AD [illegible] cc 17[illegible]

Complete PE
Per City

60%

original set up

1-21

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVANCE DEPOSIT TRANSFER)

				INVOICE NUMBER
DATE 12/8/82	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER CA 792

BILL TO:

CODE

City of Baker
City Hall
Baker, OR 97814

CREDIT DISTRIBUTION

324.02	$2,067.96

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on BROS-0103(2) & SOS-103(1), Powder River (Broadway Ave.) Bridge Section.	
Total Project Cost	$155,507.33
Less: Federal Participation	(124,899.37)
Less: Advance Deposit	(32,240.00)
REFUND DUE CITY OF BAKER	$ 1,632.04
BAKERCI #002828	

Advance Deposit Amount	$ 31,700.00
Advance Deposit Previously Transferred to Highway Fund	$ 28,000.00
Balance	$ 3,700.00
Transfer to Highway Fund	$ 2,067.96
Refund Due	$ 1,632.04

AMOUNT DUE $

SUBMITTED BY

APPROVED BY

734-1191 (9-81)

9221

P

OREGON STATE HIGHWAY DIVIS

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10/27/82

CITY: BAKER AGREEMENT NO: BROS 7364
SOS 6892 PROJECT NO: BROS-103(2)
SOS-103(1)

CONTRACT NO: 9221 SECTION: Powder River (Broadway Ave.) Bridge

PRELIMINARY ENGINEERING

PARTICIPATING COSTS (88.18% Pro-rata):

Resident Engineer	$ 4,707.92
Final Design	535.33
Bridge Design	2,096.60
Utility Liaison	234.46
Reconnaissance & Hydrology	588.23
Project Management Section	139.77
Specifications	858.39
Administrative Services Engineer	56.74
Environmental Section	25.54
Foundation Investigation	1,539.95
Total Participating P.E. Costs	$ 10,782.93

NON-PARTICIPATING COSTS (100% City)

Resident Engineer	$ 14.41
Utility Liaison	3.59
Bridge Design	0.90
Total Non-Participating P.E. Costs	$ 18.90

City Share P.E. = (11.82% of Partic. Costs) + (100% of Non-Partic. Costs) =
(0.1182)($10,782.93) + $18.90 = $1,274.54 + $18.90 = $1,293.44

CONSTRUCTION

PARTICIPATING COSTS (80% Pro-Rata):

Payment to Contractor	$128,931.30
Construction Engineering	10,490.57
Project Management Section	46.34
Materials Testing Lab	3,301.76
Technical Services Branch	1,035.53
Construction Branch	293.18
Region Engineer's Office	140.04
Total Participating Const. Cost	$144,238.72

NON-PARTICIPATING COSTS (100% City)

Payment to Contractor	$ 300.60
Interest on Final Payment to Contractor	53.07
Construction Engineering	22.36
Personal Leave	90.75
Total Non-Participating Const. Cost	$ 466.78

City Share Construction = (20% of Partic. Costs) + (100% of Non-Partic. Costs) =
(0.20)($144,238.72) + $466.78 = $28,847.74 + $466.78 = $29,314.52

TOTAL CITY SHARE		$30,607.96
Less: P.E. Advance Deposit (1-16-79)	540.00	
Const. Advance Deposit (12-5-80)	31,700.00	32,240.00
REFUND DUE CITY		$ 1,632.04

[illegible]

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SOS-103(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 1-8-79 To: 10-28-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$10,793,91	$10,782.93	88.18%	$9,508.39	$9,508.39	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E. Skoog, Controller	4/8/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Powder River (Broadway Avenue) Bridge Section City St. in Baker Baker County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$10,782.93	
	Total Participating Costs				$10,782.93	
	Nonparticipating Item Preliminary Engineering	All Required			10.98	
	Total Cost				$10,793.91	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/12/81.					
	AMOUNT CARRIED FORWARD					

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Final Voucher Payment

Date: August 26, 1982

From: Division Administrator

Reply to Attn. of: HAM.1-OR/120.3

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

RECEIVED
AUG 30 1982
CONTRACT ACCOUNTING

The following vouchers have been approved for payment in the amount submitted:

Contract	Prefix			Name
PE	106-1962	F 51(2)	$ 0.00	East Entrance to SWOOC (Coos Bay)
8835	126-1001 126-1902	M 9966(1)	0.00	Sandy Blvd. at 122nd Ave.
ROW	224-2522	M 1830(3)	0.00	Will be Last Final Voucher
9097	236-1961 236-1083	M 4430(1)	0.00	Airport Rd at Salmon River Highway Sec.
ROW	331-2509	M-TOM 4645(2)	0.00	Second St. Viaduct (So Grand)
PE	620-1963 620-1943 620-1922 620-1928	I-5-3(12)	0.00	Goshen-Divide Sec of the Pacific Hwy.
PE	610-1933, 617-1994, 617-1995, 617-1996 616-1926	I 5-2(74)	0.00	Canyonville - Jumpoff Joe Creek
PE	626-1952	I 80-1(26)	0.00	Marquam Bridge
8607	620-1099	I 105-4(117)	0.00	1st Ave. - Pacific Highway (Eugene)
PE	633-1917	I 84N-3(66)	0.00	The Dalles - John Day River Sec of Columbia River
9221	301-1005	BROS 103(2)	0.00	Powder River (Broadway ave) Bridge Sec.
	305-1084, 305-1925,	RRS 6300(1)	0.00	BNRR X'ing at Deer Island
PE	326-1983	RRP 9295(1)	0.00	BNRR X'ing at N.W. 18th Ave (Portland)
PE	726-1906	RRP 9891(2)	0.00	UPRR X'ing at NE 181st Ave. Sec.
8869	218-1938 218-1044 418-1945	SOS 1800(2)	0.00	No #1 Drain Lost River Diversion Channel
	326-1008 326-1939	SRS-RRD 000S(205)	0.00	BNRR X'ing at N.W. [illegible] St (Portlan)
PE	206-1935	RRO 000S(32)	0.00	SPRR X'ing at Muller St Street
	420-1011	BGP 41(11)	0.00	Bicycle Pathway Maintenance
8819	326-1004 426-1010 326-1999 426-1907	IX-M 9723(1)	0.00	S.E. Duke St. S.E. Clatsop St

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 27 '82
REFER TO Skoog
FOR
Info	Inves	R/D	D/R	Sign	Act	File
						✓

8/27
orig

NOTED
F. R. GRIFFIN

RECEIVED
AUG 27 1982
HIGHWAY ACCOUNTING

301-1005

MEMORANDUM

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

PROGRAM APPROVED Oregon

FEDERAL AID PROJECT NO. BROS-103(2)

VOUCHER PERIOD

From: 10/17/80 To: 3/31/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$143,438.14 1,267.36	$142,973.02 1,265.70	80% 80%	$114,378.42 1,012.56	$114,378.42 1,012.56	$ 0.00 0.00
$144,705.50	$144,238.72	80%	$115,390.98	$115,390.98	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		7/21/82 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Powder River (Broadway Ave.) Bridge Section Baker, City Street Baker County					
	Construction Type Code X080 Roadway (Sta. 2+00 + Sta. 4+21)(Sta. 4+69 To Sta. 6+50) Structure, Br. #16395 (Sta. 4+21 To Sta. 4+69) Formal Contract Payment Summary	Lump Sum			$128,931.30	
	Construction Engineering State	All Required			15,307.42	
	Total Participating Project Cost				$144,238.72	
	Nonparticipating Project Cost					
	Formal Contract Payment Summary	Lump Sum			300.60	
	Interest on Final Payments	All Required			53.07	
	Construction Engineering	All Required			113.11	
	Total Nonparticipating Project Cost				$ 466.78	
	Total Project Cost				$144,705.50	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/29/82					
	AMOUNT CARRIED FORWARD					

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TOTAL TO DATE JOB COST SUMMARY                                                    JULY 1982        PAGE  184

                                                                                   FISCAL          GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE         BEG    END
                                   301    1004      296        00 N 9                                62,468.20CR     80     82
                                   301    1004      298        00 N 9                                56,519.23       80     81
                                   301    1004      299        00 N 9                                   112.59       82     82
                                   301    1004      900        00 P 1                                 2,789.74       80     81
                                   301    1004      900        02 P 1                                 1,113.64       81     81
                                   301    1004      915        00 P 1                                    38.21       81     81
                                   301    1004      920        00 P 1                                    97.70       80     80
                                   301    1004      945        00 P 1                                    11.94       81     81
                                   301    1004      948        00 P 1                                    87.78       81     81
                                   301    1004      948        00 N 1                                    26.98       81     81
                                                    TOT        P1                                    69,069.08
                                                    TOT        N1                                        74.36CR
                                                ** JOB TOTALS **                **             **    68,994.72  **

  POWDER R(BROADWAY AVE) BR       CONT NO 9221 * FA PROJ NOS BROS103002  99                         BROS103002  01 STATE
                                   301    1005      201        00 P 1 Payment to Contractor         127,803.30       81     81
                                   301    1005      201        00 P 8   "     "    "                  1,128.00       81     81
                                   301    1005      201        00 N 1   "     "    "                    300.60       81     81
                                   301    1005      206        00 N 1 Interest on Final Payment to Contractor   52.54   81   81
                                   301    1005      206        00 N 8   "      "    "      "  "  "          .53       81     81
                                   301    1005      295        00 N 9 Transfer of City Funds         28,000.00       81     81
                                   301    1005      296        00 N 9 Transfer of State Funds       143,390.98CR     81     82
                                   301    1005      298        00 N 9 Transfer of Fed Funds         115,390.98       81     82
                                   301    1005      900        00 P 1 Construction Engineering       10,394.65       80     82
                                   301    1005      900        00 P 8      "           "                 95.92       81     81
                                   301    1005      900        00 N 1      "           "                 22.14       81     81
                                   301    1005      900        00 N 8      "           "                   .22       81     81
                                   301    1005      920        00 P 1 Project Management Section          46.03       81     81
                                   301    1005      920        00 P 8    "        "         "              .31       81     81
                                   301    1005      940        00 P 1 Salem Materials Testing Lab     1,941.03       81     81
                                   301    1005      940        00 P 8                                    19.60       81     81
                                   301    1005      941        00 P 1 Portland  "    "    "           1,327.73       81     81
                                   301    1005      941        00 P 8    "      "    "    "              13.40       81     81
                                   301    1005      944        00 P 1 Technical Services Branch       1,031.39       81     81
                                   301    1005      944        00 P 8     "         "       "              4.14       81     81
                                   301    1005      945        00 P 1 Construction Branch               290.25       81     81
                                   301    1005      945        00 P 8      "          "                   2.93       81     81
                                   301    1005      946        00 P 1 Region Engineer's Office charges  138.64      81     81
                                   301    1005      946        00 P 8                                     1.40       81     81
                                   301    1005      960        00 N 1 Personal Leave                     89.84       81     81
                                   301    1005      960        00 N 8 Personal Leave                       .91       81     81
                                                    TOT        P1                                   142,973.02
                                                    TOT        P8                                     1,265.70
                                                    TOT        N1                                       465.12
                                                    TOT        N8                                         1.66
                                                ** JOB TOTALS **                **             **   144,705.50  **

  AUB-BROAD&DEWEY-BROAD(BA)       CONT NO 9323 = FA PROJ NOS M   000032  96                          M   000032  04 STATE
                                   301    1009      201        00 P 1                               220,113.35       81     82
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B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/02/82

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
234-1051	1	BROS-3400-007 APPR-117	246,787.00	294,645.26	294,583.33	80.00	235,666.66	235,666.66		
234-1052	1	BROS-3400-004 APPR-117	165,252.00	203,593.90	199,953.78	80.00	159,963.02	159,963.02		
234-1057	1	BROS-3400-006 APPR-117	98,362.00	117,798.65	117,798.65	80.00	94,238.92	94,223.56		15.36
234-1062	1	HES -9022-005 APPR-141	63,274.00	70,785.86	67,266.36	90.00	60,539.72	60,515.76		23.96
	8	HES -9022-005 APPR-141	1,800.00	1,982.44	1,951.94	90.00	1,756.75	1,756.68		.07
234-1062		PREFIX TOTALS	65,074.00	72,768.30	69,218.30		62,296.47	62,272.44		24.03
234-1063	1	X10 -9282-004 APPR-772	1444,709.00	428,362.09	427,697.08	85.00	363,542.52	361,566.40		1,976.12
	8	X10 -9282-004 APPR-772	80,300.00	4,707.19	4,672.22	85.00	3,971.39	3,867.38		104.01
	9									
234-1063		PREFIX TOTALS	1525,009.00	433,069.28	432,369.30		367,513.91	365,433.78		2,080.13
234-1070	1	RRS -9189-001 APPR-138	92,661.00	807.15	807.15	90.00	726.44	726.44		
234-1073	1	RRS -A670-001 APPR-138	65,251.00	14,810.44	14,810.44	90.00	13,329.40	13,329.40		
234-1075	1	RRP -9055-001 APPR-139	73,048.00	9,712.80	9,712.80	90.00	8,741.52	8,741.52		
234-1077	1	RRS -9186-001 APPR-138	61,330.00			90.00				
234-1078	1	RRP -9049-001 APPR-139	78,445.00			90.00				
234-1079	1	RRP -000S-033 APPR-139	84,778.00			90.00				
234-1095	1	SRS -000S-094 APPR-148	720.00	386.31	386.31	90.00	347.68	347.68		
236-1082	1	RRO J00S-037 APPR-685	55,000.00	60,283.39	60,283.39	90.00	54,255.05	54,255.05		
236-1083	1*	M -4430-001 APPR-W32	281,005.96	319,289.68	318,673.12	88.18	281,005.96	281,005.96		
236-1086	1	RRO -000S-037 APPR-685	85,000.00	96,006.94	94,469.24	90.00	85,022.32	85,000.00	22.32 B	
	2	RRS -000S-037 APPR-138	43,380.00	49,528.63	46,691.57	90.00	42,022.41	42,022.41		
236-1086		PREFIX TOTALS	128,380.00	145,535.57	141,160.81		127,044.73	127,022.41	22.32	
236-1087	1	SOS -3600-001 APPR-680	192,991.00	168,157.45	164,733.02	85.77	141,291.51	141,291.51		
301-1004	1*	M -4950-001 APPR-W32	56,519.23	68,994.72	69,069.08	81.83	56,519.23	56,519.23		
301-1005	1*	BROS-0103-002 APPR-117	114,378.42	143,438.14	142,973.02	80.00	114,378.42	114,378.42		
	8*	BROS-0103-002 APPR-117	1,012.56	1,267.36	1,265.70	80.00	1,012.56	1,012.56		
301-1005		PREFIX TOTALS	115,390.98	144,705.50	144,238.72		115,390.98	115,390.98		

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SOS-103(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 1-8-79 To: 10-28-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$10,793,91	$10,782.93	88.18%	$9,508.39	$9,508.39	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		4/8/81 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Powder River (Broadway Avenue) Bridge Section City St. in Baker Baker County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$10,782.93	
	Total Participatigg Costs				$10,782.93	
	Nonparticipating Item					
	Preliminary Engineering	All	Required		10.98	
	Total Cost				$10,793.91	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/12/81.					
	AMOUNT CARRIED FORWARD					

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                                                                                                  554. 28
                       301   1951      921      00 N 1                            . 30CR           19. 68
                       301   1951      922      00 P 1                            . 30               . 30
                       301   1951      922      00 N 1                            . 30CR         9,181. 67
                                       TOT      P1                                . 30           1,914. 86
                                       TOT      N1
                                   ** JOB TOTALS **              **                **           11,096. 53  **

                                                                                                           STATE
0016490000063081 CONT NO        FA PROJ NOS M    000009 100
                       301   1955      296      00 N 9                            . 21CR           527. 02CR
                       301   1955      298      00 N 9                            . 21             527. 02
                       301   1955      90:      00 P 1                                              23. 18
                       301   1955      905      00 P 1                                             249. 06
                       301   1955      910      00 P 1                                              59. 12
                       301   1955      911      00 P 1                                              83. 46
                       301   1955      914      00 P 1                                               3. 20
                       301   1955      920      00 P 1                                              55. 11
                       301   1955      921      00 P 1                                             165. 80
                       301   1955      922      00 P 1                                              22. 92
                       301   1955      922      00 N 1                                               4. 76
                       301   1955      923      00 P 1                                              12. 17
                                       TOT      P1                                                 674. 02
                                       TOT      N1                                                   4. 76
                                   ** JOB TOTALS **              **                **              678. 78  **

                                                                                                           STATE
0016490000063081 CONT NO        FA PROJ NOS SOS 103001 100                                         440. 00
                       301   1959      295      00 N 9 Trans City-funds            5,368. 39CR    9,948. 39CR
                       301   1959      296      00 N 9 Trans State funds           5,368. 39      9,508. 39
                       301   1959      298      00 N 9 Trans Fed funds               279. 25      4,707. 92
                       301   1959      901      00 P 1 Resident Engineer               4. 33         14. 41
                       301   1959      901      00 N 1 Res. Engr 4. 33               535. 33        535. 33
                       301   1959      905      00 P 1 Final Design                1,876. 02      1,876. 02
                       301   1959      906      00 P 1 Bridge Design                 124. 11        234. 46
                       301   1959      914      00 P 1 Utility liaison                 3. 59          3. 59
                       301   1959      914      00 N 1 Utility Liaison 3. 59         588. 23        588. 23
                       301   1959      918      00 P 1 Reconn & Hydrology            126. 37        139. 77
                       301   1959      920      00 P 1 Project Management            858. 39        858. 39
                       301   1959      921      00 P 1 Specifications                 56. 74         56. 74
                       301   1959      922      00 P 1 Administrative Services Engineer              25. 54
                       301   1959      923      00 P 1 Environmental Section           5. 31      1,539. 95
                       301   1959      926      00 P 1 Foundation Investigation      220. 58        220. 58
                       301   1959      927      00 P 1 Bridge Design                    . 90           . 90
                       301   1959      927      00 N 1 Bridge Design               4,670. 33     10,782. 93
                                       TOT      P1                                     8. 82         18. 90
                                       TOT      N1                    7. 92
                                   ** JOB TOTALS **                  . 7. 92  **    4,679. 15  **  10,801. 83  **



                                                                   JUNE 1981        PAGE  760
TOTAL TO DATE JOB COST SUMMARY
                                                                     FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX    FUNCTION  GR  CURRENT MONTH   YEAR TO DATE     TO DATE
```

9221

L.

November 12, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9221

Gentlemen:

On November 5, 1981, we wrote to you concerning release of final payment on Contract No. 9221 awarded to Douglas S. Coats, Inc. for work on the Powder River (Broadway Avenue) Bridge in Baker County.

Final payment on this contract is $3,003.90 and the total contract amount is $129,231.90. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

9221

L

11-5-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats,Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981 C. T. Keasey

C. T. Keasey
Asst. State Highway Engineer

9221

Report #18 FINAL

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powder Riv. (Broadway Ave.) Bridge

WEEK ENDING: May 22, 1981

SECTION PREFIX: 301-1005

HIGHWAY: Broadway Ave.

COUNTY: Baker

NAME OF JOB: Powder River (Broadway Ave.) Bridge

KIND OF WORK: Paving and Structure

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9221

FEDERAL AID PROJECT NUMBER: BROS-0103(2)

DATE OF CONTRACT: December 5, 1980

DATE WORK STARTED: January 22, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 175

WORK DAYS USED:

CALENDAR DAYS USED: 149

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 85

PROJECT AUTHORIZATION: $ 151,550.88

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

EXCLUSIVE OF ENGINEERING: $ 139,533.63

ENGINEERING AUTHORIZATION: $ 12,017.25

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 139,533.63

ENGINEERING COST TO DATE: $ 11,400.00

This Week $100.00

DATE PROJECT WAS COMPLETED: May 14, 1981

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 95 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.09			0.09
MILES PARTIALLY COMPLETED		0.09			0.09
MILES COMPLETED		0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)		60			200
TOTAL QUANTITIES CORRECTED TO DATE		95			96.5
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		95			96.5
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16395						
PERCENT	99						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17				
MONDAY 18				
TUESDAY 19		0		
WEDNESDAY 20		0		
THURSDAY 21		0		
FRIDAY 22		0		
SATURDAY 23				

RECEIVED
MAY 26 1981
CONSTRUCTION
BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	17	No activity
MONDAY	18	No activity
TUESDAY	19	No activity
WEDNESDAY	20	No activity
THURSDAY	21	No activity
FRIDAY	22	No activity
SATURDAY	[illegible]	No activity

REMARKS

[illegible]: structure [illegible]ially [illegible]te.
Paving and [illegible] complete. ✓
Line, clea[illegible] and equipment [illegible] [illegible].

Next Week: complete final [illegible].

SIGNED Joseph A. [illegible] LOCATION La Grande
Joseph A. Sc[illegible]

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE OF OREG

INTERSFFICE MEMO

TO: C. T. Keasey
Assistant State Highway Engineer

DATE: May 14, 1981

31-124

SUBJECT: Acceptance of Materials
Contract No. 8396 Catherine Crk
Contract No. 9221 Powder's (Broadway Br)

Recently we have had two contracts involving "NO STATE FUNDS" in which the acceptance of non-specification materials, at the point of fabrication, has caused Local Governments to question the quality of engineering we are furnishing to them.

In both cases corrective measures were taken to refurbish and/or upgrade the material to acceptable standards in order to be incorporated into the project. However, FHWA has declined to participate in the corrective measures and because of Construction/Finance Agreement language the Local Government will bear 100% of this cost.

It is felt this problem can be overcome by strict adherence to proper inspection methods, Standard Specifications, and Special Provisions. In particular I wish to point out the language in article 105.12, Removal of Unacceptable and Unauthorized Work, which states in part . . . "The fact that the inspector in charge may have previously overlooked such defective work shall not constitute an acceptance of any part of it . . ."

Also, article 105.03 Conformity with Plans and Specifications, states in part . . . "In event the engineer finds the materials furnished, work performed or the finished product are not in reasonably close conformity with the plans and have resulted in an inferior or unsatisfactory product, the work or materials shall be removed and replaced or otherwise corrected by and at the expense of the contractor."

Undoubtably we will always encounter costs on a Contract that FHWA will not participate in but it is my feeling we must not obligate Local Governments for costs that should be borne by the contractor and/or their supplier.

If we are to maintain any credibility with Local Governments we must get our act together. The Region is responsible for everyone's actions and it is pretty tough to explain why a contractor was paid for something that was his responsibility.

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: Gordon Beecroft
✓D. E. Swan
J. A. Schlieski
Don Harwell
Ellis Jones

KEH

9221

OMB No. 04-R2089 L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-200	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/30/80	State Oregon County Baker Project No. BROS-0103 (2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Powder River Br. on Broadway Ave. (Baker)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-17-80	0.009
OTHER *(Specify)*		

FUNDS Pro Rata 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 151,550.00	FEDERAL FUNDS $ 121,240.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 18, 1980

Federal Aid Project
No. BROS-0103 (2)

Powder River (Broadway Ave.) Bridge Section
Baker, City Street
Baker County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Roadway (Sta. 2+00 + Sta. 4+21) (Sta. 4+69 to Sta. 6+50)
Structure, Br. #16395 (Sta. 4+21 to Sta. 4+69)

Mobilization		All Required	$ 10,000.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	20 sq. ft.	10.00	200.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 lin. ft.	10.00	750.00
Earthwork		All Required	1,500.00
Aggregate Base	60 ton	12.00	720.00
Class "B" Asphalt Concrete	200 ton	40.00	8,000.00
Concrete Walks	70 sq. yd.	15.00	1,050.00
Concrete Driveways	20 sq. yd	20.00	400.00
Concrete Curbs	170 lin. ft.	6.00	1,020.00
Bridge Removal Work		All Required	7,000.00
Shoring, Cribbing, Etc.		All Required	2,000.00
Structure Excavation	140 cu. yd.	5.00	7.0.00
Special Footing Backfill	30 cu. Yd	20.00	600.00
Furnish HP 12x53 Steel Piling	960 lin ft.	25.00	24,000.00
Drive Steel Piles	20 each	100.00	2,000.00
Splice Steel Piles	5 each	100.00	500.00
Structural Concrete, Class 3300 (128 c.y.)		All Required	25,000.00
4' x 45'/50' Prestressed Slabs	11 each	3,000.00	33,000.00
Reinforcement (10,400 lbs.)		All Required	5,000.00
Three Tube Steel Railing	90 lin. ft.	60.00	5,400.00
CL-4R Chain Link Fence	26 lin. ft.	10.00	260.00
Asphalt Membrane	195 sq. yd.	15.00	2,925.00
			$132,525.00
		SUBTOTAL	$133,525.00
		Engineering	18,025.00
		TOTAL	$151,550.00

Length of Roadway ---------------- 0.009 mi.

Federal Funds (80%)		$121,240
City Funds		30,310
	TOTAL	$151,550

Group 1 99%; Group 8 1%
Contract No. 9221
Prefix 301-1959
Prefix 301-1005

9221

November 24, 1980

City of Baker
City Hall
Baker, Oregon 97914

ACC

Attn: Mr. Rodger Bennett
City Manager

Gentlemen:

On November 20, 1980 the Highway Division received a satisfactory bid from Douglas S. Coats Inc., P.O. Box 311, Bend, Oregon 97701 for the Powder River (Broadway) Bridge Section. This is a Special Bridge Replacement Project No. BROS-~~[illegible](3)~~0103(2). Based upon the contractor's bid the City's Advance Deposit will be:

Bid	$132,525.00
Pavement Striping	500.00
Storm Sewer Inlets	600.00
4 1/2% Contingencies	6,008.63
9% Engineering	12,317.25
Est. Construction Costs	$151,550.88
Est. P.E. Costs	16,350.00
Less (SOS) Federal Funds in P.E., (88% of $16,350)	14,400.00
Less P.E. Advance Deposit	540.00
Less (BROS) Federal Funds for Construction (80% of $151,550.88)	121,240.71
City's Share of Project Costs	$ 31,720.17

Awarded [illegible]

By rounding the City's Advance Deposit will be $31,700.00

We will award the contract when we receive your advance deposit, which should be in this office no later than December 12, 1980.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

HR:pf
Attachment
bcc w/AD # 838: Region 5 Federal Aid Engineer, Roger Lang
Vern Skoog - Please return completed AD # 838 when Advance Deposit is received.

9221

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10 - 31 - 80

FEDERAL AID PROJECT NO. SOS-0103(1)

STATE PROJECT NO. See below

COUNTY NAME Baker

PROGRAM STAGE (Chock) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90066

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, OR

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Copies to
Gifford
Llewellyn
Rispin
H. Reynaldson

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-31-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Powder River (Broadway Avenue) Bridge Section

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-20-80, I approve the revised Preliminary Engineering Costs to a TEC of $16,350, Federal funds $14,400.

(Increase TEC $11,650, Federal funds $10,260)

DATE 10-31-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE : 1978-631-995

9621

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-27-80

FEDERAL AID PROJECT NO. [illegible]OS-0103(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90066

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Moehring
FOR
Info [illegible] File

11-21
orig

DATE PS&E APPROVED 10/17/80

DATE AUTHORIZATION EFFECTIVE 10/29/80

FEDERAL ROUTE NUMBER Non Federal aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Powder River (Broadway Avenue) Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 10/22/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 10/29/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hoosner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-886

7221

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

October 24, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. SOS-0103(1)
Powder River (Broadway Ave.) Bridge
Baker County

The construction of the above listed bridge has been programmed and authorized on Project BROS-0103(2) which requires a minor program change on the subject project as follows:

1) Deletion of the construction phase which was authorized by your memo of February 15, 1980 for an estimated total cost of $106,300 with an obligation of $61,860 in federal funds.

Your approval of our October 20, 1980 request for an increase in preliminary engineering costs of $11,650 with an additional obligation of $10,260 in federal funds when deducted from the $61,860 obligated for construction will result in a release of $51,600 which will be utilized on other projects by separate action.

CL:bke

Form 734-3122

1231

10-17-80

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. JS-0103(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division - Salem, OR

PROGRAM NO.

ITEM NO. 90066

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV
~~DEC~~ 10 '80
REFER TO Moehring
FOR

Info	Inves	R/D	O/R	Sign	Act	File

11-10 orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-17-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Powder River (Broadway Avenue) bridge section.

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's letter of 10-3-80 and 10-24-80 and my approval of 10-17-80 to construct the subject bridge under the bridge replacement program, I now approve the withdrawal of construction under this project.

(Decrease TEC $106,300 - Federal funds $61,860)

DATE 10-17-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-655

922

10-17-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ROS-0103(2)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA Oregon Division, Salem, OR

PROGRAM NO.

COUNTY NAME Baker

ITEM NO. 90066

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

10-24
orig

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Moehring
FOR

DATE PS&E APPROVED 10-17-80

DATE AUTHORIZATION EFFECTIVE 10-17-80

FEDERAL ROUTE NUMBER Non Federal aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Powder River (Broadway Avenue) Bridge Section

GENERAL DESCRIPTION OF WORK:

One structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

X☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-3-80, you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $190,000 Federal Funds $152,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons therof.

DATE 10-17-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-088

Powder River (Broadway Ave.) Bridge

Highway Broadway Ave. Project Length 0.09 miles

2221

County Baker Completion Time 175 CD

Kind of Work Paving & Structure Est. Comp. Date June 17, '81

Prefix 301- 1959 Letting Date Nov. 20, '80 Project No. BROS-0103(2)

ONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 10-9-80

rector
ief of Operations
st. Dir.-Administration
sst. Dir.-Transportation licy & Program Develop.
ounting (Highway)
dministrative Services
ief Counsel
mmission Services
onstruction
ta Processing (Trans. Bldg.)
ployee Development
ngineering (Design)
vironmental
uipment Shops & Storeroom
nance (DOT)
HWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number

TTENTION:

Roger Lang

ROM:

Proj. Mngt.

OMMENTS:

Please inform the City

Form 731-0022 (7/78) SP*70682-734

ontract Amount . . . . $ 164,930.00

500

500

$ 1,000.00

Subtotal $ 165,930.00

Contingencies (4-1/2%) 7,466.85

Engineering (8, [✓ 9,] 10%) 14,933.70

~~Subtotal~~ $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 188,330.55

APPROVED	Est. PE Costs	16,500.00
	Less Fed. Funds in PE (86% of $16,500.00)	14,100.00
	Less PE advance deposit	540.00
	Less Federal Funds for Const. (80% of 188,330.55)	$150,664.00
	Est. City Share of Project Costs	$ 39,526.55

Road Design Engineer

Powder River (Broadway Ave.) Bridge

Highway Broadway Ave. Project Length 0.09 miles

County Baker Completion ime 175 CD

Kind of Work Paving & Structure Est. Comp. Date June 17, '81

Prefix 301- 1959 Letting Date Nov. 20, '80 Project No. BROS-0103(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 164,930 00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	500	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		$ 1,000 00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages.		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Storm Sewer outlets	500	

Subtotal $ 165,930 00

Contingencies (4-1/2%) 7,466 85

Engineering (8, [✓ 9,] 10%) 14,933 70

~~Subtotal~~ $

Credit for ______________ . . . .

Estimated Net Authorization, Construction . . . . $ 188,330 55

APPROVED

Est. PE Costs	16,500.00
Less Fed. Funds in PE (86% of $16,500.00)	14,100.00
Less PE advance deposit	540.00
Less Federal Funds for Const. (80% of 188,330 55)	$ 150,664.00
Est. City Share of Project Costs	$ 39,526.55

Road Design Engineer

~~SUMMARY – BID SCHEDULE~~ – COST ESTIMATE Date Sept. 30, '80

ection Powder River (Broadway Ave.) Bridg County Baker

ind Of Work Paving & Structure Length 0.09 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(9%)	14,000-
Temporary Protection and Direction of Traffic		All	All	-	325-
Temporary Signs		Sq. Ft.	20	6-	120-
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	75	12-	900-
ROADWORK					
Removal of Structures and Obstructions		All	All	-	1,000-
General Excavation		Cu. Yd.	30	35-	1,050-
1"-0 Aggregate Base		Ton	60	12^{50}	750-
Class "B" Asphalt Concrete		Ton	200	37-	7,400-
~~CL-6 Chain Link Fence~~		~~Lin. Ft.~~	~~—~~		
Concrete Walks		Sq. Yd.	70	15-	1,050-
Concrete Driveways		Sq. Yd.	20	20-	400-
Concrete Curbs		Lin. Ft.	170	7-	1,190-

~~SUMMARY--BID-Sheet~~ [illegible] ESTIMATE Date [illegible] 8, [illegible]

Section Powder River ([illegible]roadway Ave.) Bridge County Baker

Kind Of Work Paving & Structure Length 0.09 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Bridge Removal Work		All	All	-	7,000-
	Shoring, Cribbing, Etc.		All	All	-	4,000-
	Structure Excavation		Cu. Yd.	140	15-	2,100-
	Special Footing Backfill		Cu. Yd.	30	20-	600-
	Furnish HP12×53 Steel Piling		Lin. Ft.	940	15-	14,100-
	Drive Steel Piles		Each	20	600-	12,000-
	Splice Steel Piles		Each	5	100-	500-
	(128 C.Y. @ $300) Structural Concrete; Class 3300		All	All	-	38,400
	4'×45'/50' Prestressed Slabs		Each	11	4,000-	44,000-
	(10,400 lbs @ 0.50) Reinforcement		All	All	-	5,200-
	Three Tube Steel Railing		Lin. Ft.	90	60-	5,400-
	CL-4R Chain Link Fence		Lin. Ft.	26	20-	520
	Asphalt Membrane		Sq. Yd.	195	15-	2,925-
					[illegible]	136,745

Section Powder River (Broadway) Br.
Highway City Street
County Baker

Authority for Survey # ~~30~~ 2
Prefix (only if for additional funding) # 301-1959

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

		FUNDS REQUIRED BY RESIDENT		additional FUNDS REQUIRED BY ~~REGION~~		additional FUNDS REQUIRED BY SALEM		TOTAL FUNDS FOR P.E.	
		Thru 3/31/80 ~~A~~	SA#1 ~~B~~	Resident ~~A~~	Region ~~B~~	A	~~B~~	A	B
Resident Engineer	901	4438	2000	2600				4600	
Citizens involvement	902								
Payment to local government	903								
Consultant fees	904								
Final Design	905		500			1000		1500	
Bridge Design	906					6000		6000	
Preliminary Design	907								
Right of way descriptions	909								
Soils and geology	910								
S ing (traffic dept.)	911								
Landscape department	912								
Right of way - liaison & relocation	913								
Utility liaison	914	110	200		0			200	
Photogrammetry	916								
Inventory needs	917								
Reconnaissance & Hydrology	918		500			250		750	
Engineering graphics	919								
Project Management	920	13	0			50		50	
Specifications	921		500			500		1000	
Administrative Services (engineering)	922					50		50	
Environmental Section	923	26	0			200		200	
Department of Transportation	924								
Air Monitoring	925								
Foundation investigation	926	1535	- 1000		500	500		2000	
Free Bridge Design to county under 301-1458	927		4000			<-4000>		0	
Training courses, confer. & seminars	950								
E oyee relocation asst. program	955								
ersonal leave	960								
istorical sites inventory	975								
ublic hearing charges	980								
EO monitoring expense	985								
on-State" employees travel	986								
TOTALS		6123	4700 P + 4000 N 8700 total	2600	500	8550 4550		16,350	
Signature						8-19-80 J			
Date									

previous prog TEC $4,700

10-6-80

Rec'd 10-6-80

D. E. Swan

9221

10-3-80

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

Temp. Protection & Direction to be written in specs

STAT

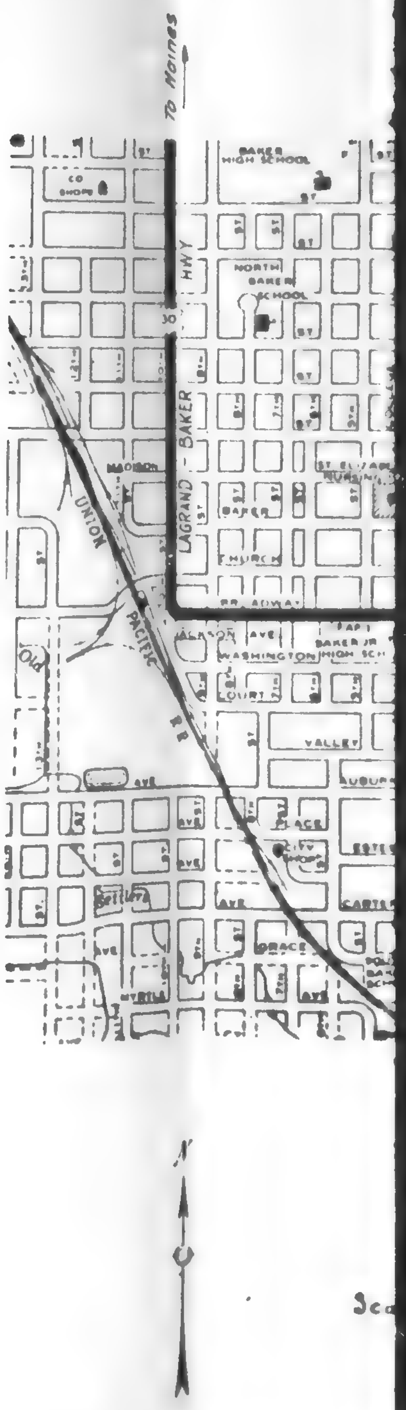
DEPARTMENT

STATE H

PLANS

POWDER RIVER (BR

BI



To Haines
BAKER HIGH SCHOOL
CO SHOPS
NORTH BAKER SCHOOL
30
HWY
LAGRAND - BAKER
MADISON
BAKER
CHURCH
BROADWAY
ST ELIZABETH NURSING
UNION PACIFIC RR
JACKSON AVE
WASHINGTON
BAKER JR HIGH SCH
COURT
VALLEY
AUBURN
PLACE
CITY SHOPS
ESTES
CARTER
GRACE
MYRTLE
Old
N

Sca

PRELIMINARY COPY
SEP 29 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

POWDER RIVER (BROADWAY AVE.) BRIDGE SEC. BROADWAY AVE. BAKER COUNTY				Sheet No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

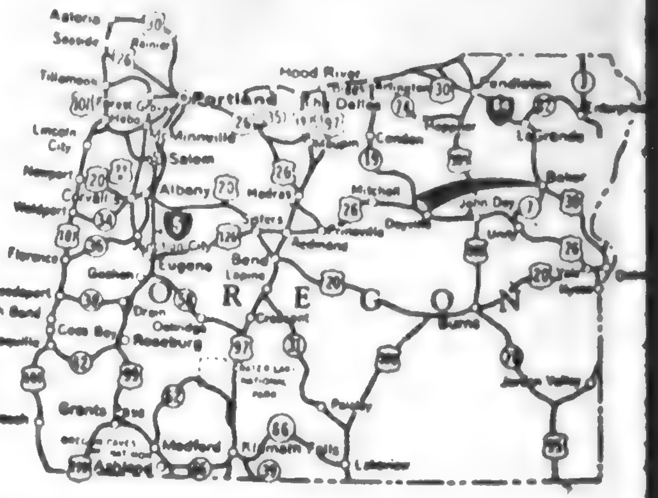
HBR

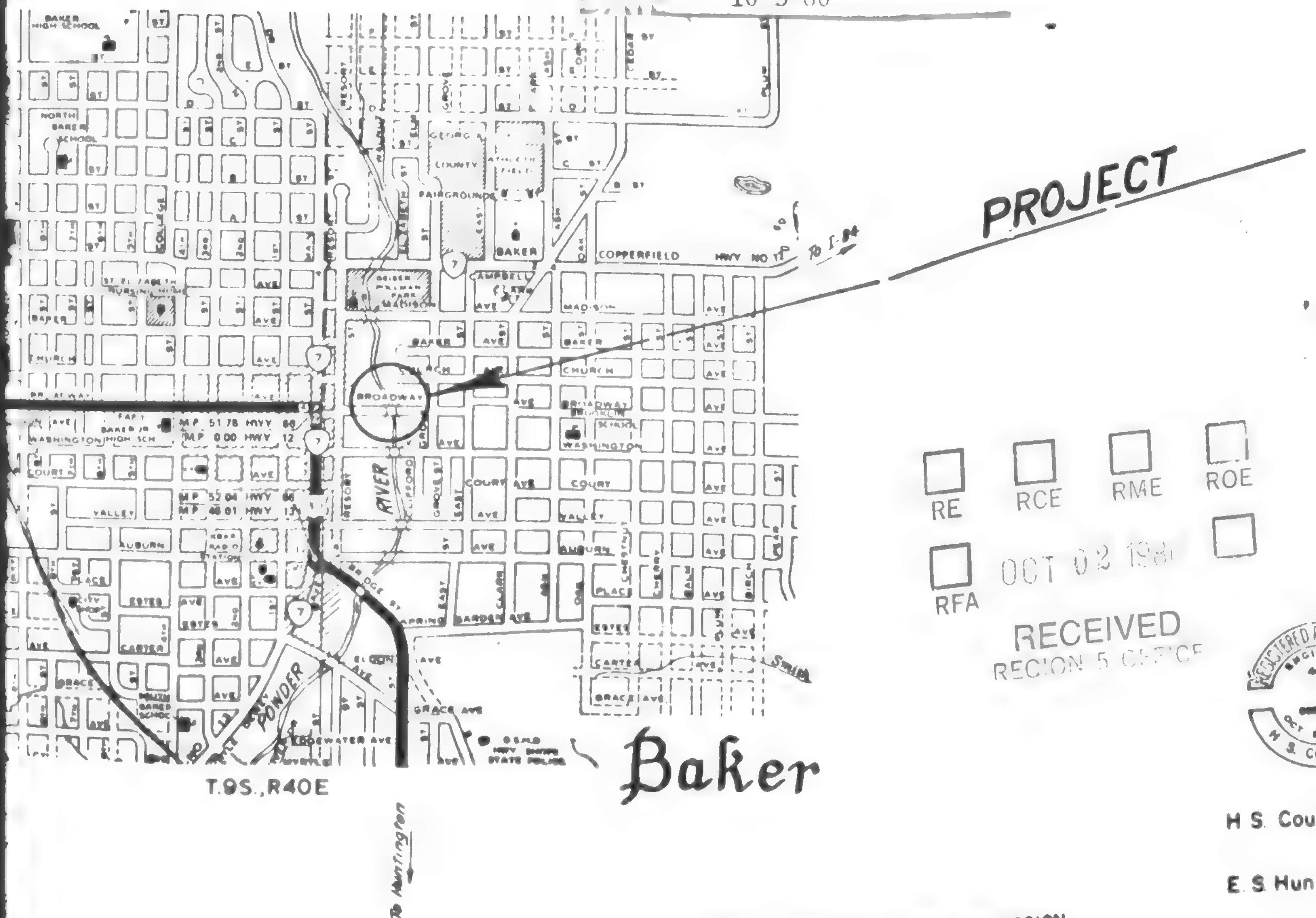
STATE OF OREGON
TMENT OF TRANSPORTATION
ATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

R (BROADWAY AVE.) BRIDGE SEC.
BROADWAY AVE.
BAKER COUNTY

APPROVED
CITY OF BAKER, AS NOTED
BY George Gulbrum
BY Fred C. Campbell
DATE 10-3-80


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Baker
Salem
Lincoln City
Newport
Albany
Corvallis
Eugene
Bend
John Day
Florence
North Bend
Coos Bay
Roseburg
Grants Pass
Medford
Klamath Falls
Lakeview
Burns
O R E G O N


PROJECT
To I-84
COPPERFIELD HWY NO 71
BROADWAY
POWDER
RIVER
M.P. 51.78 HWY 66
M.P. 0.00 HWY 12
M.P. 52.04 HWY 66
M.P. 46.01 HWY 13
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
FAIRGROUNDS
BAKER JR HIGH SCH
Baker
T.9S.,R40E
To Huntington

Sketch Map
Scale 0 800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA OCT 02 1980 ☐
RECEIVED
REGION 5 OFFICE

H. S. COULTER 4470 OCT 30 1968
EDGAR S. HUNTER 4682 MAY 13 1960

H S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGIN

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

7,721

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

October 3, 1980

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submissions
Item No. 90066
Project No. BROS-0103(2)
Powder River (Broadway Ave.) Bridge Section
Baker County

Attached support data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $190,000, with an obligation of $152,000 in Federal Funds.

DHR:sr
Attachments

cc: W. E. Schwartz (Region 5)
✓ H. Reynoldson, w/att.

Form 734-3122

Budget Bureau No. 41-R2067

U.S

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	October 3, 1980

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., Powder Riv. Br. on Broadway Ave. (Baker)	ADT	PRESENT 350	FUTURE (66) (70) ----	YEAR (71) (72) --	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 One Bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 BROS-	NUMBER 7 0103	

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 15% Off-System)	COUNTY NAME Baker		
	NAME OF URBAN AREA 17-31 Baker	ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36) (37) U.S. ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (City)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) X080		"Powder River(Broadway Ave)Bridge Section"	0.012	190,000	152,000		38,000

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.012	190,000 (16) (23)	152,000 (24) (33)		38,000
1₀	14	PROGRAM APPROVAL DATES	10-13-78				REMARKS	Additional Data: Item No. 900

301-1959

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

October 3, 1980

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t., Powder Riv. Br. on Broadway Ave. (Baker)		350	----	--	10	Oregon	41	117	90066

(35 typewriter	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
								BROS-	0103	(2)		

ridge Replacement (Mandatory 15% Off-System)
Baker

COUNTY NAME	CODE
Baker	001

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non	City St.	----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

E	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
T		"Powder River(Broadway Ave)Bridge Section"	0.012	190,000	152,000		38,000	ROW-60'min; Access Control-None; Parking Restrictions None.
DRH		PROJECT TOTALS	0.012	190,000	152,000		38,000	

DATES 10-13-78

REMARKS

Additional Data: Item No. 90066; Project NO. SOS-0103(1)

-over-

USCOMM DUSCOMM-DC 48905-P61

Powder River (Broadway Ave.) Bridge Section
Project No. BROS-0103(2)

Remarks continued:

Project Data: Work under this project consists of construction of a prestressed concrete flat slab span bridge approximately 48 feet in length having roadway width of 36 feet, sidewalks, grade & H-T pave of approach roads as necessary and incidental work common to this type of project. Utility adjustments as required.

Note: 1) This project is in Congressional District No. 2.

2) Included in FY '80 AP under Safer Off-System Roads page 103.

9221

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: September 26, 1980

DES 23
Br. 16395

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Powder River (Broadway Ave.) Br.
Powder R. (Broadway Ave.) Br. Sec.
City Street (Baker)
Baker County
Bridge 16395

Enclosed are two reduced prints of drawings 35616 through 35619, which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows.

Grading and Paving	$ 17,137
Structure	140,000
Engineering and Contingencies	30,263
TOTAL	$187,400

We plan to call for bids on this section on November 20, 1980.

Please make a field review and return one set by October 15, 1980 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc Jim Adamson, Baker City Engr. /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
J. A. Schlieski /w/ 1 set encls.

Contains
Recycled
Materials
81-125-1387

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway # 2001

Prefix 301-1959A

Attention: Right-of-Way Section

9221

Subject: Federal Aid Project No. 9-18-80
Project Name Powder River (Broadway St.) Bridge
Baker City St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 displaced persons, businesses, or farm operations have been provide relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary an fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 18 day of September 1980

City of Baker

Mayor

City Manager

Certified By:

Regional Right-of-Way Supervisor
Date Sept. 22, 1980

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

9591 L.

September 17, 1980

City of Baker
City Hall
Baker, OR 97814

AGR 4-1

Attention: Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7364

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning replacement of the Powder River (Broadway Street) Bridge in the City of Baker.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

9221

LOC 17
301-1959

Ted Thompson
Supervising Structural Design Engineer
Roger C. Lang
Roger C. Lang
Federal Aid Engineer

September 16, 1980

Powder River (Broadway Ave.) Br. Sec.
Bridge No. 16395
City of Baker

Enclosed is copy of Drawings 35569 and 35562 which have been approved "as noted". Also, enclosed is a copy of a letter from the City requesting the necessary grading, paving, curbs and sidewalks be included in the contract which are also spelled out in Joe Schlieski's letter of September 15.

Harold Brainerd, Right-of-way Supervisor has discussed the right-of-way history with the City and the certification should be forthcoming very soon.

Please take the necessary steps to develop the final plans for contract letting at the earliest possible date.

RCL/dt
Enclosures

cc: Jim Adamson
D. E. Swan
J. A. Schlieski

"Center of Oregon's Adventureland"
CITY OF BAKER OREGON
P. O. Box 650
BAKER, OREGON 97814
Office: City Hall
Ph. 523-4437

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA SEP 16 1980 ☐
RECEIVED
REGION 5 OFFICE

September 16, 1980

Mr. Roger Lang
Region 5 Federal Aid Engineer
P.O. Box 850
La Grande, Or 97850

Re: Powder River Bridge (Broadway Ave. Bridge No. 16395)

Dear Roger:

Enclosed are two signed copies of Drawings No. 35569 and 35562.

The city would like to include the paving, curbs, driveways and sidewalks necessary to complete the project in this contract.

The estimated quantities are as follows:

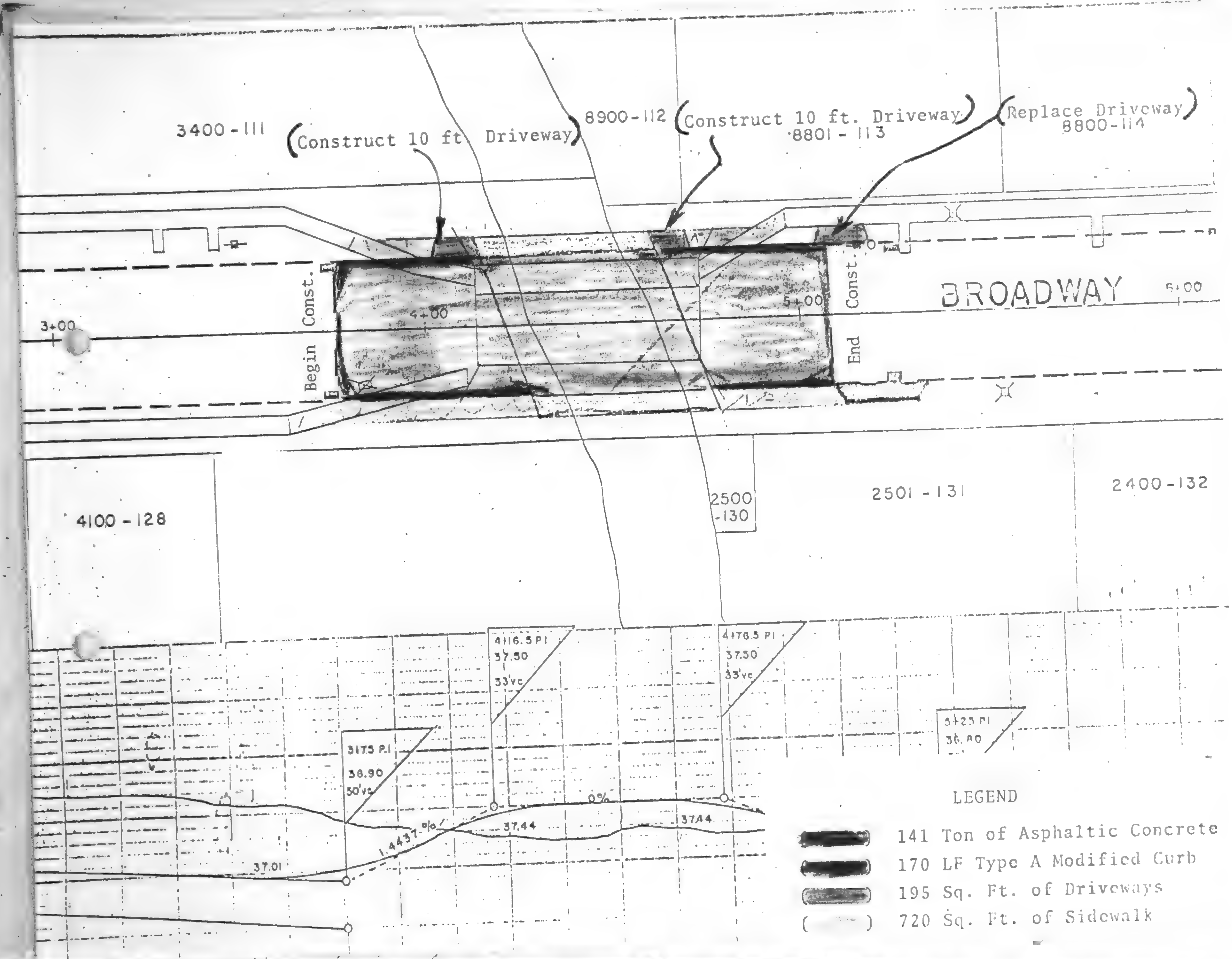
1) 141 ton of asphaltic concrete
2) 170 LF type "A" modified curb
3) 195 Sq. ft of driveways
4) 720 Sq ft of sidewalk

Your favorable consideration of this request will be appreciated.

Sincerely,

James L Adamson
James L. Adamson
Director of Public Works

JLA/ipw
Enclosures 3


3400-111
(Construct 10 ft Driveway)
8900-112
(Construct 10 ft. Driveway)
8801-113
(Replace Driveway)
8800-114
Begin Const.
End Const.
3+00
4+00
5+00
6+00
BROADWAY
4100-128
2500
-130
2501-131
2400-132
3175 P.I
38.90
50'vc
4116.5 P.I
37.50
33'vc
4176.5 P.I
37.50
33'vc
5+25 P.I
36.80
37.01
1.4437 %
37.44
0%
37.44
LEGEND
141 Ton of Asphaltic Concrete
170 LF Type A Modified Curb
195 Sq. Ft. of Driveways
720 Sq. Ft. of Sidewalk

HYDRAULIC DATA

	*Design Flood	Intermed Reg. Flood
Discharge - cfs.	2270	2850
Frequency - yrs.	25	100
H.W. Elevation Natural Channel	3435.5	3436.4

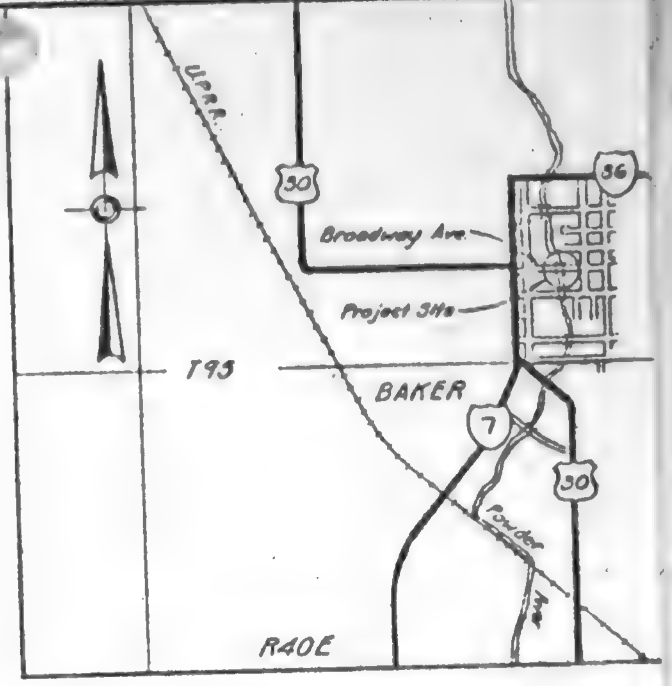
attached by others.

pprox. location.

ure to be removed.

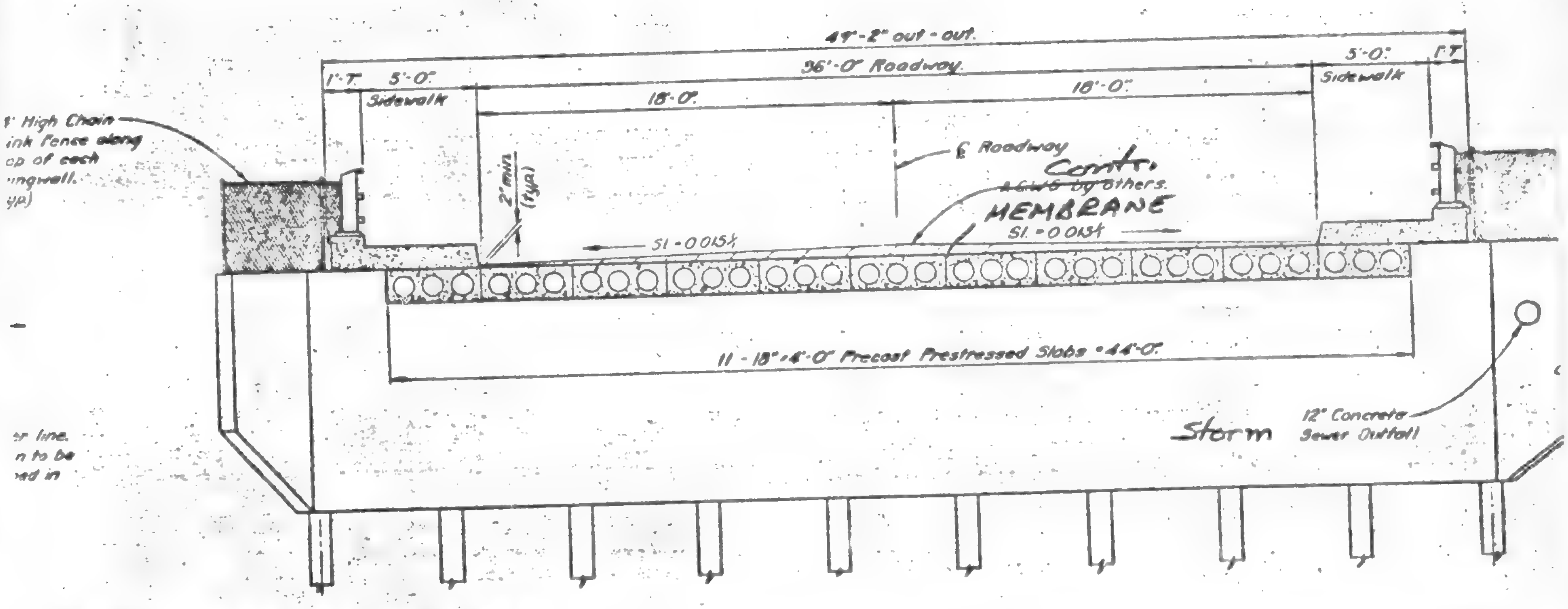
Storm Sewer

4" Telephone line to be attached by others.


UPRR.
30
36
Broadway Ave.
Project Site
T9S
BAKER
7
30
Powder River
R40E

VICINITY MAP
No Scale

er line.
n to be
ed in


49'-2" out - out.
1'-T
5'-0"
36'-0" Roadway
5'-0"
1'-T
Sidewalk
Sidewalk
18'-0"
18'-0"
' High Chain ink Fence along op of each ingwall. (typ)
2" min. (typ)
℄ Roadway
Contr.
A.C.W.S. by others.
MEMBRANE
Sl. = 0.015'/'
Sl. = 0.015'/'
11 - 18" x 4'-0" Precast Prestressed Slabs = 44'-0"
Storm
12" Concrete Sewer Outfall

TYPICAL SECTION
Scale ¼" = 1'-0"

APPROVED BY
CITY OF Baker
MAYOR
RECORDER
DATE 9/16/80

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
P.E. TECHNICAL SERVICES ENGINEER	POWDER RIVER (BROADWAY AVE) BR.
DESIGNED G. Abernathy DRAWN C. Wollen CHECKED REVIEWED REVIEWED CALC. BOOK	BROADWAY AVE. ~ BAKER COUNTY
	PRELIMINARY PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE August 29, 1980 / SHEET 1 OF 1
	BRIDGE NO. 16395 / DRAWING NO. 35569

7321

STATE OF OREGON

INTEROFFICE MEMO

Baker

Highway Division
DEPT.

963-7545
TELEPHONE

TO: Lyle Watson
Final Design Unit

DATE: September 15, 1980

FROM: JAS

REFERRED TO
Beard
Staudenmoyer
Cole
Irann ✓ DEM
Watson
Erikson
Lau
Hager
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

SUBJECT: Powder River (Broadway Ave.) Bridge
City Street
Baker County

The City of Baker is now requesting that all grading work necessary to complete the street work approaching the subject structure also be contracted.

The project limits will now be: sta. 2 + 00 on the west end and 6 + 50 on the east end. Add the following items of work and estimated quantities:

Removal of Structures & Obstructions - - Lump Sum - - - - - - - - - - - - $500

Concrete Curbs - "Type A" - - 169 linear feet - - - - - - - - - - - - - - $845
(w/15" wide apron)

PCC Sidewalk - - 80 Sq. Yds. - $800

PCC Driveways - - 22 Sq. Yds. - $330

Aggregate Base 1" or 3/4"-0 commercial - - 100 tons - - - - - - - - - - $1100

Class "B" or "C" Asphalt Concrete - - 220 tons - - - - - - - - - - - - - $7700

Waterproofing membrane - - 192 Sq. Yds. - - - - - - - - - - - - - - - - $2112

* *Anticipated Items * *

Adjust Storm Sewer outlets - $500

Pavement Striping - $500

Anti-stripping agent - $100

Additional mobilization - $1300

Additional Engineering & contingencies - - - - - - - - - - - - - - - - $1940

Total estimated additional cost - - - - $17,727

cc: City of Baker - Jim Adamson
Ted Thompson - Bridge Section
Region
Lang
file

Anderson
/ Christ Don

wLM copy

9221

STATE OF OREGON

INTEROFFICE MEMO

DATE: September 10, 1980

DES 23
Br 16395

TO: Mr. W. E. Schwartz
Region 5 Engineer

TG Thompson

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Powder River (Broadway Ave.) Bridge HBR
Powder River (Roadway Ave.) Br. Section
Broadway Avenue (City Street) in Baker
Baker County
Bridge 16395

Enclosed are four reduced prints of drawings 35569 and 35562 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Temporary Protection of Traffic	$ 1,350
Structure	137,500
Engineering and Contingencies	27,800
TOTAL	$166,600

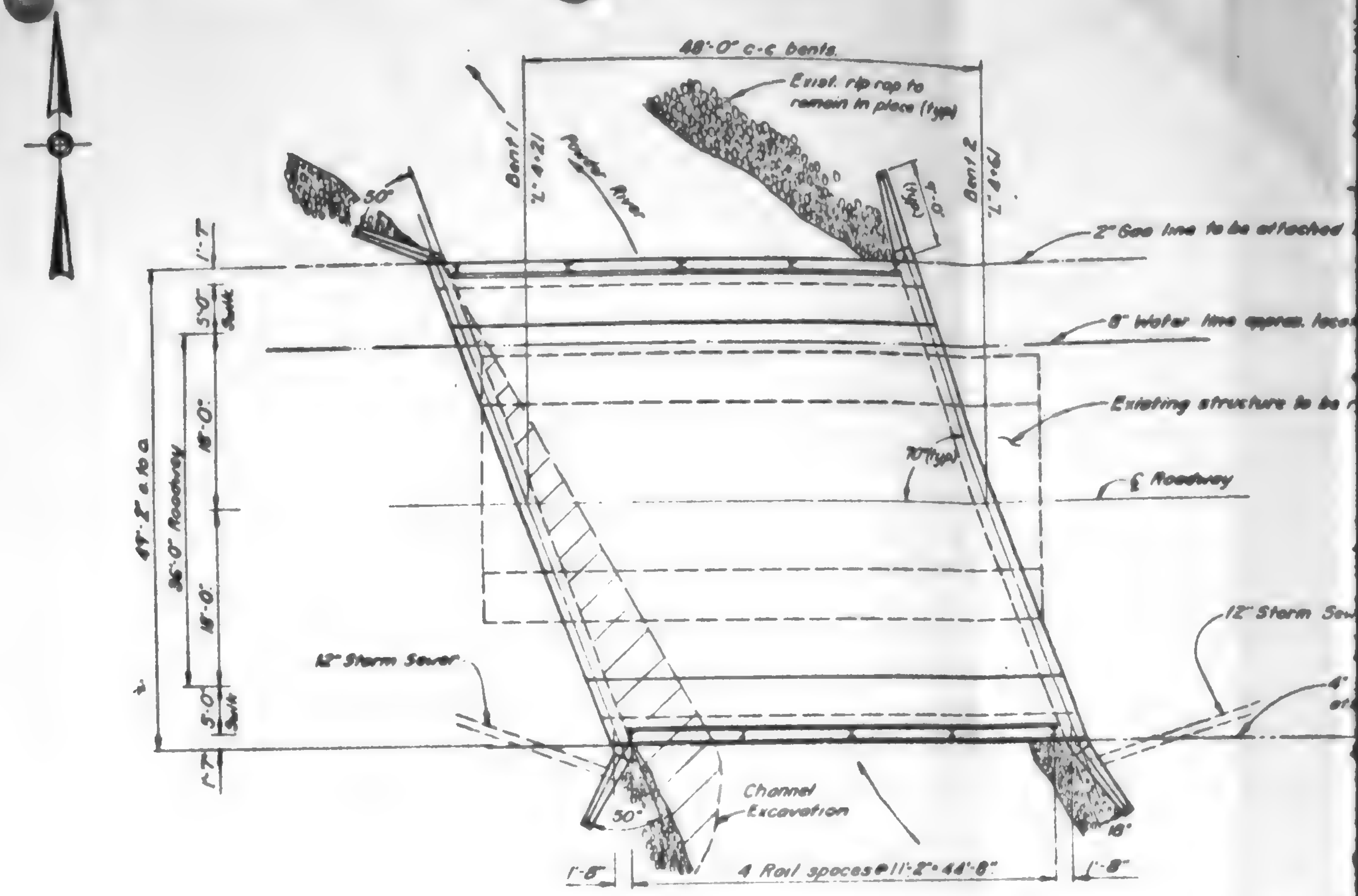
Please use these prints to obtain the approval of the City of Baker. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on November 20, 1980.

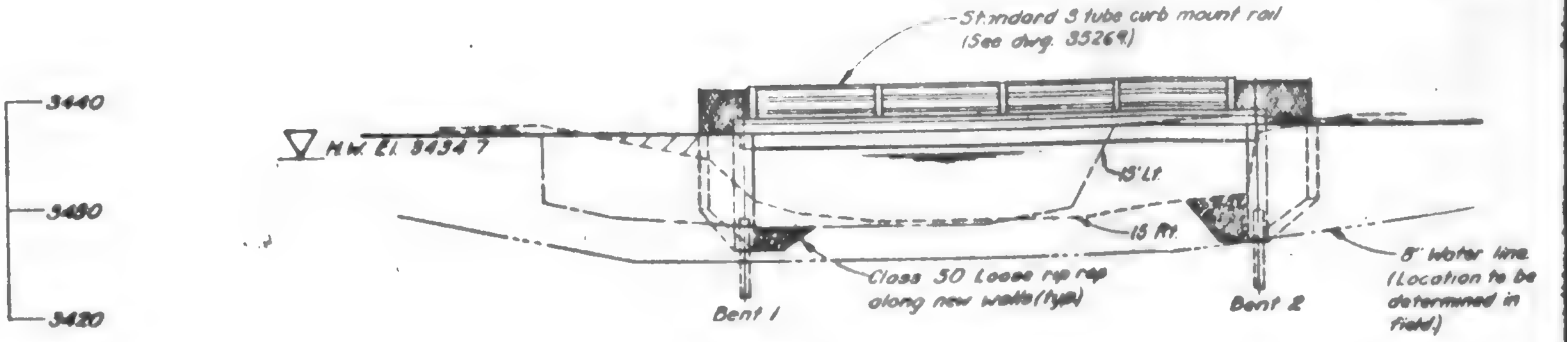
GDA:dh
Enclosure

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encls.
Local Government /w/ 1 set encls.
Environment (M. Banks) /w/ 1 set encls.

Contains Recycled Materials
81-125-1387

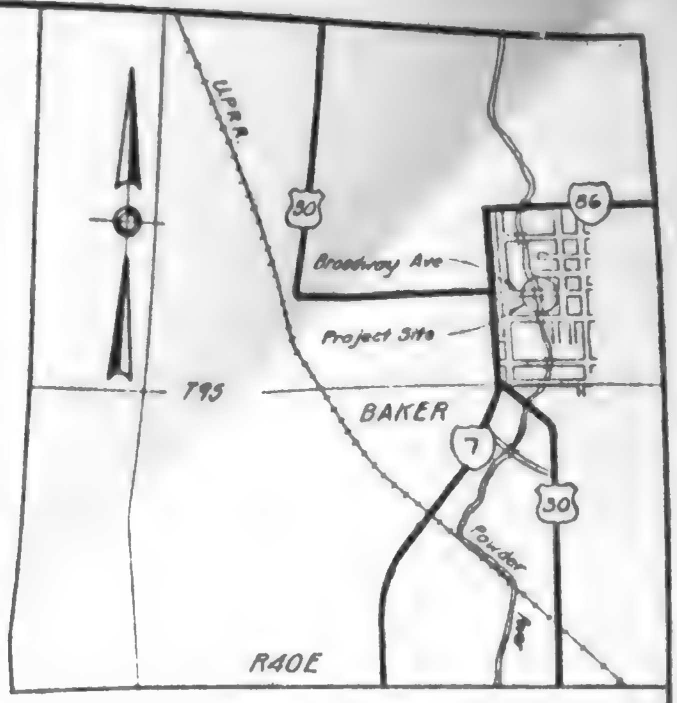

48'-0" c-c bents.
Exist. rip rap to remain in place (typ)
Bent 1
2' 4" 21
Bent 2
2' 8" 61
Poudre River
50°
9'-0" (typ)
1'-7"
2" Gas line to be attached
5'-0" Swk
8" Water line approx. loca
15'-0"
49'-2" o to o
36'-0" Roadway
Existing structure to be r
70° (typ)
℄ Roadway
15'-0"
5'-0" Swk
1'-7"
12" Storm Sewer
12" Storm Sew
4"
Channel Excavation
50°
18"
1'-8"
4 Rail spaces @ 11'-2" = 44'-8"
1'-8"
4' High Cha Link Fence top of eac wingwall. (typ)

PLAN
Scale 1" = 10'-0"

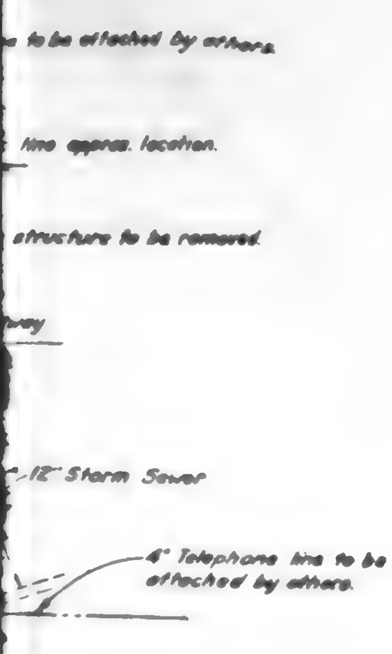

Standard 3 tube curb mount rail (See dwg. 35269)
3440
3430
3420
H.W. El. 3434.7
15' Lt.
15' Rt.
Class 50 Loose rip rap along new walls (typ)
Bent 1
Bent 2
8" Water line (Location to be determined in field)

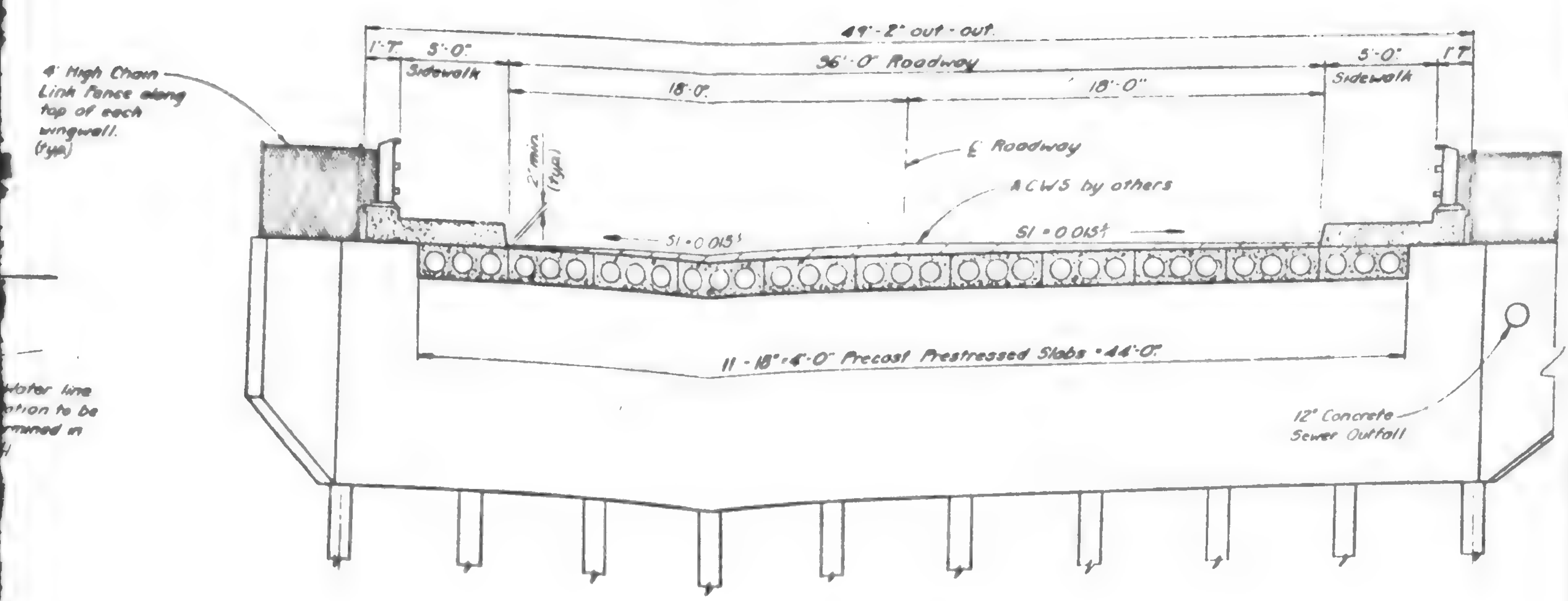
ELEVATION
Scale 1" = 10'-0"

HYDRAULIC DATA		
	*Design Flood	Intermed Reg. Flood
Discharge-cfs	2270	2850
Frequency-yrs	25	100
H.W. Elevation Natural Channel	3435.5	3436.4


UPRR
30
86
Broadway Ave
Project Site
T9S
BAKER
7
30
Powder R
R40E

VICINITY MAP
No Scale


to be attached by others.
line approx. location.
structure to be removed.
way
-12" Storm Sewer
4" Telephone line to be attached by others.


49'-2" out-out.
1'-T.
5'-0"
Sidewalk
36'-0" Roadway
5'-0"
1'-T.
Sidewalk
18'-0"
18'-0"
℄ Roadway
2" min (typ)
ACWS by others
S1 = 0.015'
S1 = 0.015'
4' High Chain Link Fence along top of each wingwall. (typ)
11-18" x 4'-0" Precast Prestressed Slabs = 44'-0"
12" Concrete Sewer Outfall
Water line
ation to be
rmined in
H

TYPICAL SECTION
Scale ¼" = 1'-0"

APPROVED: P.E.
STRUCTURAL DESIGN ENGINEER
P.E.
TECHNICAL SERVICES ENGINEER
DESIGNED G. Abernathy
DRAWN C. Wallen
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

POWDER RIVER (BROADWAY AVE) BR.

BROADWAY AVE ~ BAKER COUNTY

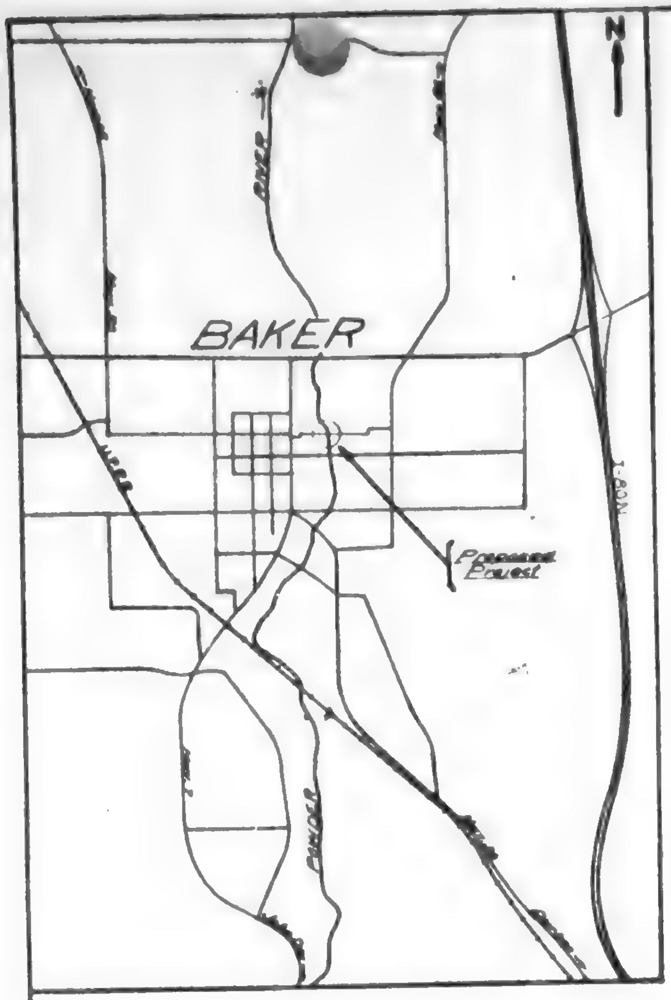
PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

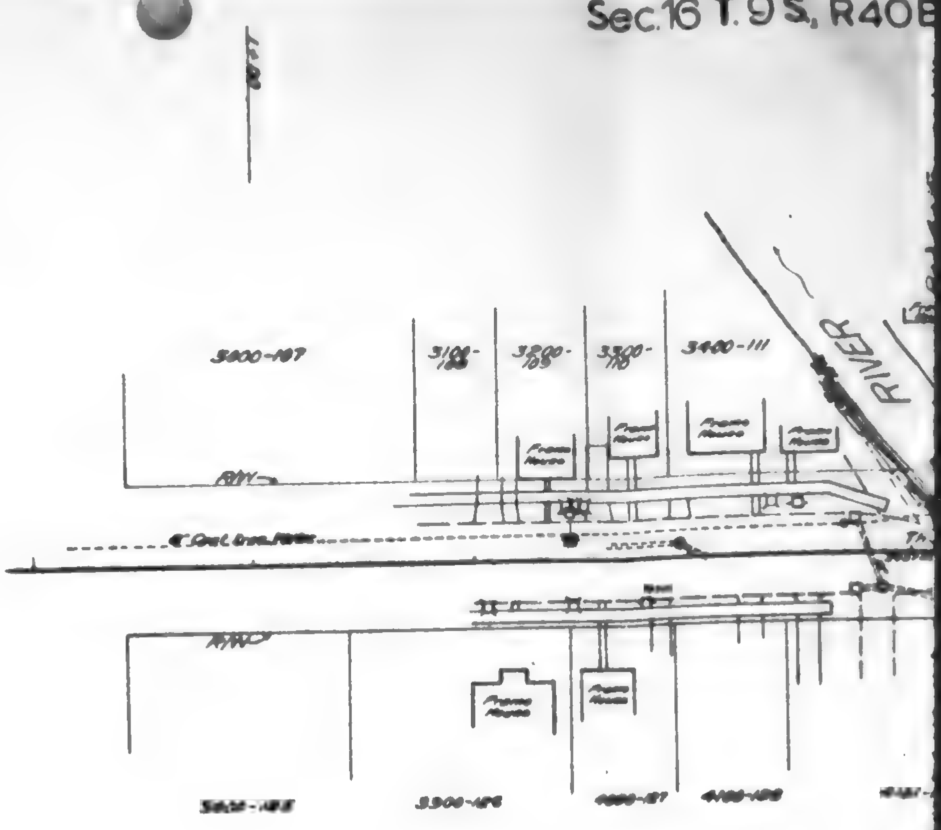
DATE August 28, 1980
BRIDGE NO. 16395
SHEET 1 OF 1
DRAWING NO. 35569

Detail Map

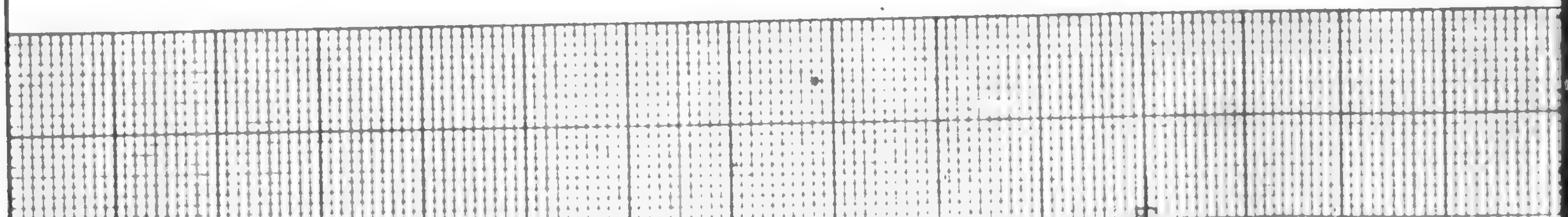
Sec. 16 T. 9 S., R40E



N
BAKER
RIVER
Proposed Project



3900-107
3100-108
3200-109
3300-110
3400-111
RIVER
Frame House
Frame House
Frame House
Frame House
Frame House
Frame House
R/W
R/W
3900-106
3300-106
4000-107
4100-108



3437.92
3440
3435
3430
3425
Proposed Struc
Bott. x-brace, exist. struct. El. 3435.7
blue clay
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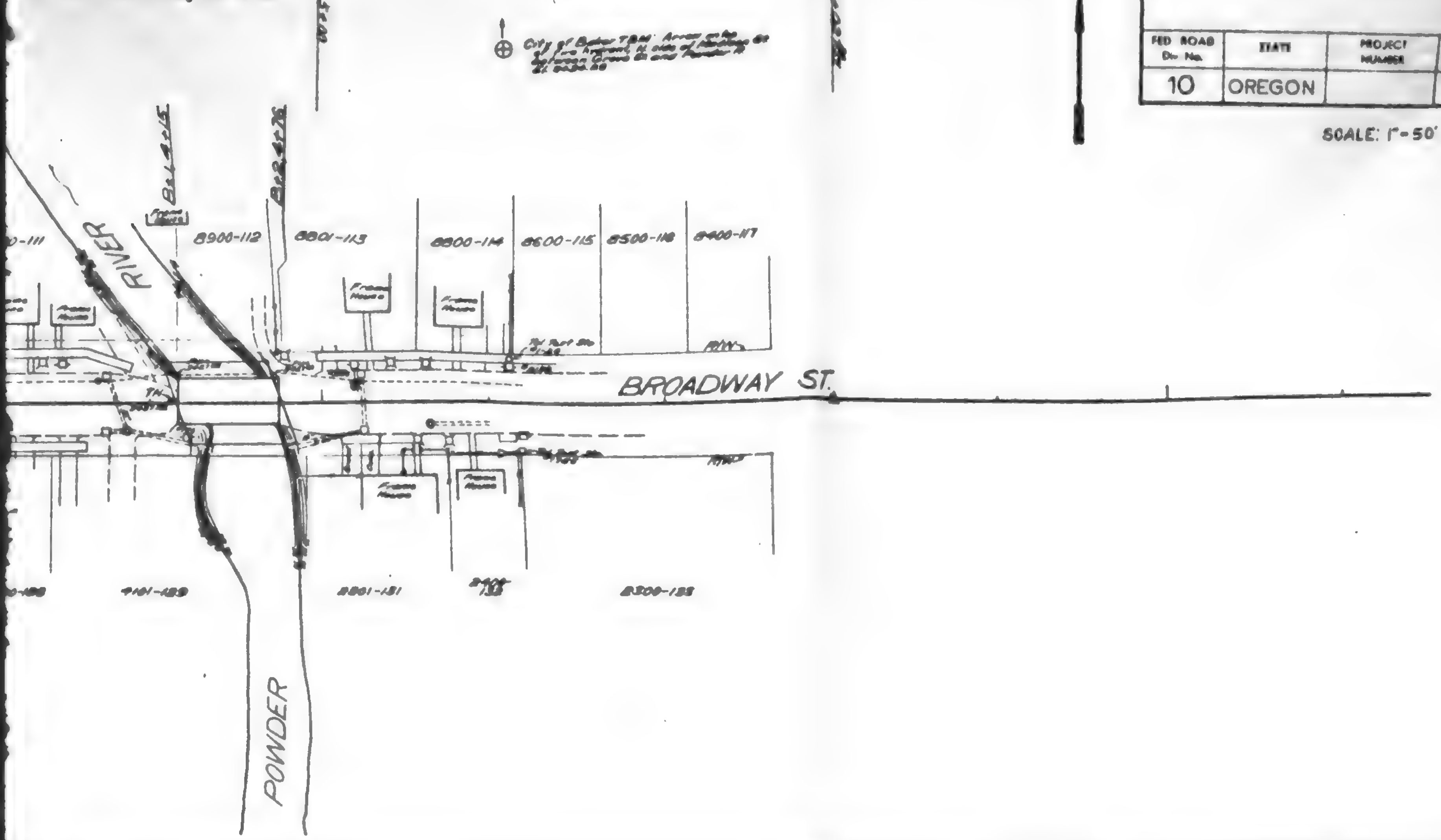
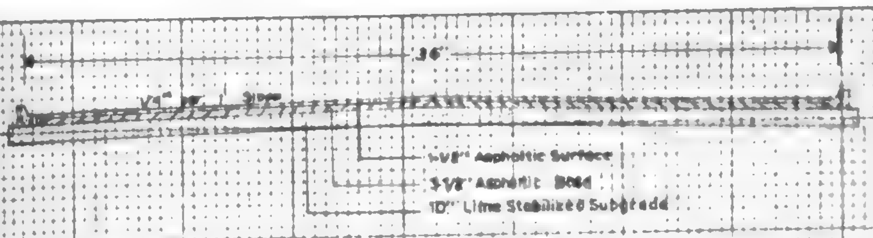
T.9S, R40E, W.M.

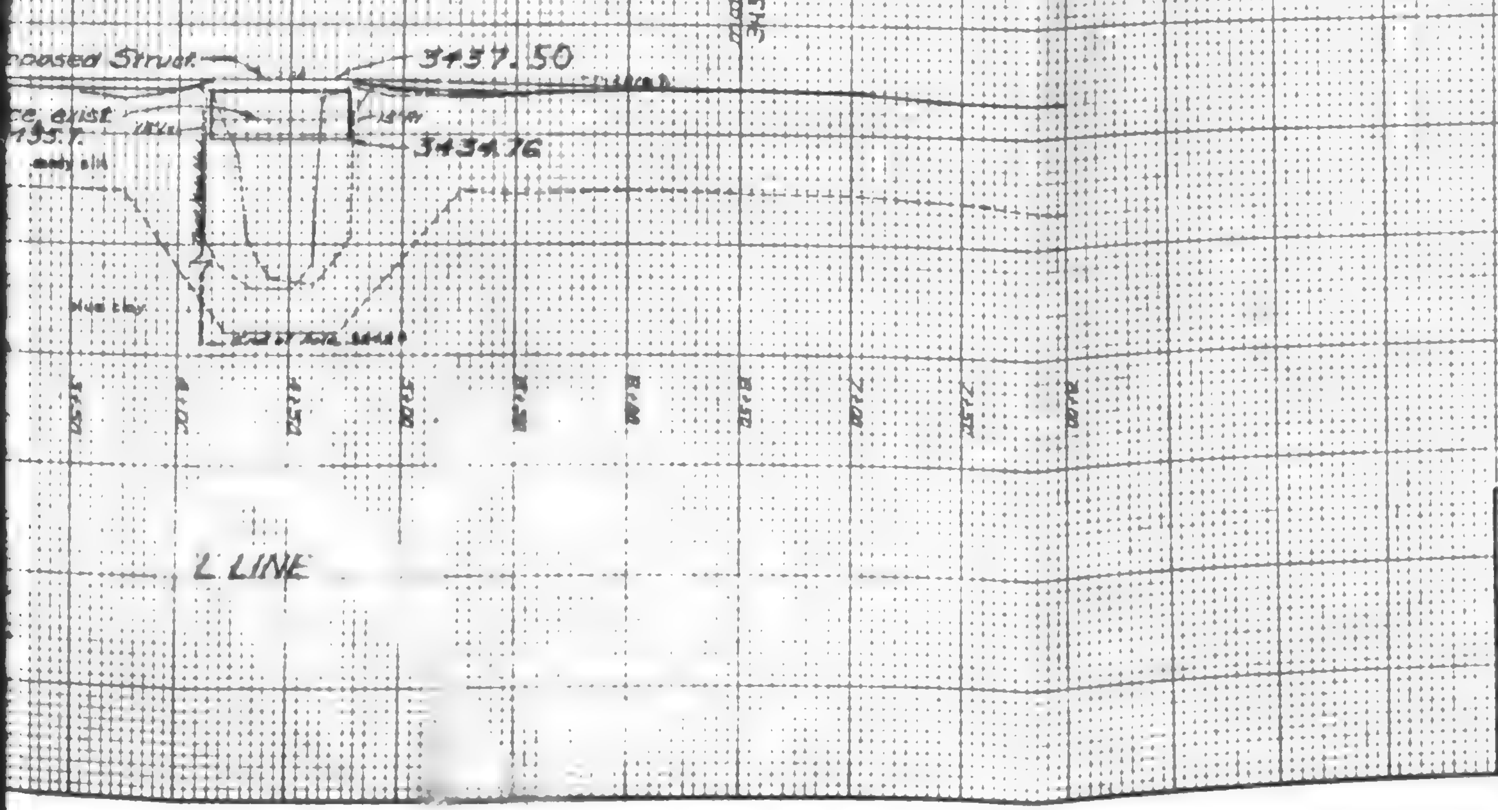
					SHEET No.
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	
10	OREGON			See Index	

SCALE: 1"-50'


N
RIVER
8900-112
8801-113
8800-114
8600-115
8500-116
8400-117
BROADWAY ST.
9101-129
8801-131
8300-133
POWDER


36'
1-1/2" Asphaltic Surface
3-1/2" Asphaltic Base
10" Lime Stabilized Subgrade

Typical Section (Grading by City of Baker)


...posed Struct.
3437.50
...ce, exist.
3434.76
3437.01
blue clay
L LINE

Powder River (Broadway Ave) Bridge
City Street, City of Baker
Baker County
Survey by: J. A. Schleski
March 1979
Drawn by: F. Z.
BR # 16395 DR # 35562

7221

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: September 5, 1980

Gene M Finley

FROM: Gene M. Finley
Hydraulics Specialist

SUBJECT: Powder River (Broadway Ave.) Bridge
City Street (Baker)
Baker County

The proposed project will replace the existing 60-foot long, single-span pony truss on the same alignment.

HYDROLOGY

The Powder River is a west-east tributary of the Snake River and drains an area of approximately 350 square miles above the proposed bridge site. Runoff from the upper 170 square miles of this drainage area has been regulated by Mason Dam and Phillips Lake Reservoir since October 31, 1967. According to the Bureau of Reclamation, the maximum expected release rate from Phillips Lake is 900 cfs.

For the unregulated 180 square miles of drainage area between Mason Dam and the bridge site, the frequency vs. discharge was determined by interpolating between a previously-determined peak discharge vs. recurrence interval for the Beaver Creek Road Bridge (240 square miles), and a Log-Pearson Type III distribution using discharge data from gage #13-2867 (1,310 square miles).

The recurrence interval vs. peak discharge relationship listed below for the bridge site was determined by combining the peak discharges of the regulated and unregulated areas.

Recurrence Interval	Peak Discharge Regulated Area	Peak Discharge Unregulated Area	Peak Discharge at Bridge
100-year	900 cfs	1,950 cfs	2,850 cfs
50-year	900 cfs	1,640 cfs	2,540 cfs
25-year	900 cfs	1,370 cfs	2,270 cfs
10-year	900 cfs	1,000 cfs	1,900 cfs
5-year	900 cfs	760 cfs	1,660 cfs

HYDRAULIC DESIGN

Mr. Jim Adamson, Director of Public Works, City of Baker, said that about 12 years ago the Powder River overflowed its banks downstream from the Broadway Avenue Bridge. Using the smallest downstream (500± feet) field x-section with a normal waterway area of 200 square feet, it is estimated

Contains
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Materials
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DmH.

that bankful capacity is about 1,600± cfs (5-year flood). Just upstream in the vicinity of the proposed structure the channel capacity is estimated to be approximately 2,400 cfs (30-year flood). Any structure designed for a flood greater than a 30-year frequency would not reduce inundation of residences, and would not, therefore, be economically feasible.

Waterway areas of existing bridges normal to the channel are:

Washington Ave. Bridge (300' upstream)	-- 290 sq. ft.
Broadway Avenue Bridge	-- 390 sq. ft.
Madison Ave. Bridge (800' downstream)	-- 260 sq. ft.

Mr. Adamson indicated that the waterway areas for the Washington Avenue and Madison Avenue Bridges have been sufficient, hydraulically; therefore, the waterway area of the Broadway Avenue Bridge is overly-large. The length of this bridge could be reduced by skewing the end abutments to parallel the channel and aligning them with the sides of the channel.

The 25-year flood, with a peak discharge of 2,270 cfs, was chosen as the design flood. The estimated highwater elevation during this flood is 3,435.5 feet (MSL).

To maintain the status quo, it was determined the proposed structure should provide a normal waterway area of 260 square feet below the design highwater elevation.

The following tabulation compares the water-surface elevations along the upstream embankments of the existing structure to the proposed structure for the 25- and 100-year floods:

	Water-Surface Elevations 25-Year Flood	Water-Surface Elevations 100-Year Flood
Existing Structure	3,435.5 feet	3,436.4 feet
Proposed Structure w/ Vertical Abutments	3,435.5 feet	3,436.4 feet

The above is satisfied with a single-span, vertical abutment structure approximately 45 feet long. It is suggested that the wingwalls for this structure provide a smooth transition between the abutment face and the channel sides. The top of the wingwalls should also match the top of the existing riprap. The average velocity through this structure would be 8.9 fps. ✓

RIPRAP

The wingwalls matching into the existing riprap should preclude the need of any other bank protection. The bridge department indicated that the vertical abutments would be pilings encased to three feet below the channel bottom. It is suggested that the toe of the vertical abutments be protected with a special backfill material conforming to standard specification 251.12. No other protection of the abutments would be required.

GMF:ge

Attachment

cc: Frank Terpin w/att.
Walt Hart "
J. Davis "
Don Harwell "
D. Christensen "
H. Schell, FHWA "
W. Schwartz "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
SEP 8 1980
REFERRED TO
FOR
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs m³/s	2270	2850	
Frequency - yrs.	25	100	
H.W. Elevation Natural Channel ft. m.	3435.5	3436.4	
H.W. Elevation Channel Change ft. m.			
Average Velocity - fps mps	8.9	9.8	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

POWER RIVER BRIDGE
BROADWAY AVENUE
BAKER COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
SEPTEMBER 5,1980

9221

PLA 14

DATE: July 14, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Off-System HBR Program

At its annual meeting on June 12, 1980, the joint State-County-City HBR Advisory Committee reviewed requests for the addition of three bridges to the 1980 Off-System HBR Program. The committee concurred in the requests and recommends that the following projects be added to the program by the Transportation Commission.

Bridge	Local Jurisdiction	Estimate
1. Little Luckiamute R. (Smith Road)	Polk County	$200,000
2. Pine Creek (Main St.)	City of Weston	$ 50,000
3. Powder R. (Broadway St.)	City of Baker	$200,000

Funds are available in the current HBR program to cover these projects.

The North Fork Yachats River Bridge in Lincoln County on the 1979 Off-System HBR Program has been deferred to the 1981 program. The estimated cost of $200,000 remains the same.

Your approval is requested of the addition of these three projects to the HBR program and the deferral of the North Fork Yachats River Bridge project.

This matter will be on the consent calendar for your consideration at the July 24 meeting.

JEC:dh jh

bc: F. B. Klaboe
R. W. Gormsen
D. H. Moehring
E. S. Hunter
W. J. Hart
John Wood
George Bell
Ken Wheatley, Multnomah County
Don Gilman, Eugene
H. A. Schell, FHWA

9221

4

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 10, 1980 PLA 14-2

TO: Mr. H. S. Coulter
State Highway Engineer

FROM: Walter J. Hart ORIGINAL SIGNED WALTER J. HART
Bridge Engineer

SUBJECT: Highway Bridge Replacement Projects
Off-system Bridges
Fiscal 1980 Finance Approval

NOTED
E. S. HUNTER

At its annual meeting on June 12, 1980, the joint State-County-City SBR Advisory Committee reviewed requests for the addition of three bridges to the 1980 Off-system SBR Program. The committee concurred in the requests and recommends that the following projects be added to the program by the Transportation Commission.

	Bridge	Local Jurisdiction	Estimate
1.	Little Luckiamute R.(Smith Rd.)	Polk County	$200,000
2.	Pine Creek (Main St.)	City of Weston	50,000
3.	Powder R.(Broadway St)	City of Baker	200,000

Funds are available in the current SBR program to cover these projects.

The North Fork Yachats River Bridge in Lincoln County on the 1979 Off-system SBR Program has been deferred to the 1981 program. The estimated cost of $200,000 remains the same.

Please request the Transportation Commission's approval of the addition of these three projects to the SBR program and the deferral of the North Fork Yachats River Bridge project.

JEC:dh

cc—E. S. Hunter
D. H. Moehring
John Wood
Ken Wheatley, Multnomah County
Don Gilman, Eugene
H. A. Schell, FHWA

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TECHNICAL SERVICES
JUL 11 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Dgn	Act	File

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9221

July 3, 1980

TO: Walt Hart
Bridge Engineer

Roger C. Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT Conformation of Intent
Highway Bridge Replacement Program
City of Baker

Attention: Jim Chidsey

Rodger L. Bennett, City Manager, confirms the City's intention of providing match monies required for the HBR program based on Project Request that has been submitted earlier.

The City requests the funding category shown on the Project Request, submitted January 20, 1978, be revised from SOS to HBR, and that all pertinent project assessments and preliminary engineering data previously obtained be utilized in the project development.

Mr. Bennett extends the thanks of the City of Baker to all concerned for the positive manner of response after their plea for assistance. The City stands ready to enter into the necessary agreements and requests contract letting at the earliest possible date.

[illegible]

RCL/dt

cc: Rodger L. Bennett
D. E. Swan
Hal Reynoldson

1221

6-80

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 OAK BALM BIRCH STS          CONT NO       $ FA PROJ NOS M    000009 100                                             STATE
                               301    1955      296     00 N 9                                          526.81CR
                               301    1955      298     00 N 9                                          526.81
                               301    1955      901     00 P 1                                           23.18
                               301    1955      905     00 P 1                                          249.06
                               301    1955      910     00 P 1                                           59.12
                               301    1955      911     00 P 1                                           83.46
                               301    1955      914     00 P 1                                            3.20
                               301    1955      920     00 P 1                                           55.11
                               301    1955      921     00 P 1                                          165.80
                               301    1955      922     00 P 1                                           22.92
                               301    1955      922     00 N 1                                            4.76
                               301    1955      923     00 P 1                                           12.17
                                                TOT     P1                                              674.02
                                                TOT     N1                                                4.76
                                             ** JOB TOTALS **              **                **         678.78  **

 POWDER RIV BR BRODHY ST     CONT NO       $ FA PROJ NOS SOS 103001 100                                              STATE
                               301    1959      295     00 N 9                                          440.00
                               301    1959      296     00 N 9                             985.70CR   4,580.00CR
                               301    1959      298     00 N 9                             985.70     4,140.00
                               301    1959      901     00 P 1                             982.56     4,428.67
                               301    1959      901     00 N 1                                           10.08
                               301    1959      914     00 P 1                                          110.35
                               301    1959      920     00 P 1                                           13.40
                               301    1959      923     00 P 1                              25.54         25.54
                               301    1959      926     00 P 1                           1,516.66      1,534.64
                                                TOT     P1                               2,524.76      6,112.60
                                                TOT     N1                                               10.08
                                             ** JOB TOTALS **              **          2,524.76  **   6,122.68  **

 UPPR XNG-LAGRAND/BAKER HY   CONT NO       $ FA PROJ NOS M    950001 100                                             STATE
                               301    1961      296     00 N 9        219.95CR           1,034.14CR    1,034.14CR
                               301    1961      298     00 N 9        219.95             1,034.14      1,034.14
                               301    1961      901     00 P 1         57.40               143.48        143.48

 TOTAL TO DATE JOB COST SUMMARY                                                      JUNE 1980          PAGE  564
                                                                                       FISCAL          GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT     PREFIX         FUNCTION   GR  CURRENT MONTH    YEAR TO DATE         TO DATE
                               301    1961      905     00 P 1                             395.59        395.59
                               301    1961      911     00 P 1                              26.04         26.04
                               301    1961      920     00 P 1                              43.42         43.42
                               301    1961      921     00 P 1        216.99               560.8[illegible]     560.8[illegible]
                               301    1961      922     00 P 1                           [illegible]   [illegible]
                               301    1961      923     00 P 1                             271.47        271.47
                                                TOT     P1            274.39             1,457.10      1,457.10
                                             ** JOB TOTALS **         274.39  **         1,457.10  **  1,457.10  **
```

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION ?	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
			** JOB TOTALS **		7.26CR**	1,221.35CR**	1,221.35CR**	
								STATE
POWDR RIV BR BRODWY ST	CONT NO		FA PROJ NOS					
	301	1458	914	00			126.89	
			** JOB TOTALS **		**	**	126.89 **	
								STATE
SW BIRCH MAIN ST (WARRENTON)	CONT NO		FA PROJ NOS				268.47	
	304	1441	910	00				
			** JOB TOTALS **		**	**	268.47 **	
								STATE
	CONT NO		* FA PROJ NOS			3.00	3.00	
	308	1422	905	00				
			** JOB TOTALS **		**	3.00 **	3.00 **	
								STATE
SISTERS MAIN ST	CONT NO		FA PROJ NOS					
	309	1479	901	00			457.76	
	309	1479	911	00			12.00	
			** JOB TOTALS **		**	**	469.76 **	
								STATE
BELMONT RD-HOOD RIVER HWY	CONT NO		FA PROJ NOS					
	314	1497	901	00	4,599.37	4,674.85	4,674.85	
	314	1497	910	00	63.32	63.32	63.32	
	314	1497	911	00	8.65	40.31	40.31	
	314	1497	913	00	17.45	17.45	17.45	
			** JOB TOTALS **		4,688.79 **	4,795.93 **	4,795.93 **	
								STATE
PEARL-DELANEY (COBURG)	CONT NO		FA PROJ NOS					
	320	1452	901	00	28.70	54.74	54.74	
	320	1452	905	00	208.32	588.84	588.84	
	320	1452	910	00	119.73	553.50	553.50	
			** JOB TOTALS **		356.75 **	1,197.08 **	1,197.08 **	
								STATE
	CONT NO		* FA PROJ NOS			1.50	1.50	
	321	1490	905	00		96.37	96.37	
	321	1490	921	00				
			** JOB TOTALS **		**	97.87 **	97.87 **	
								STATE
7TH ST & BEACH ST(YACHATS)	CONT NO		* FA PROJ NOS					
	321	1497	901	00	47.71	2,379.50	2,379.50	
	321	1497	905	00	365.16	895.88	895.88	
	321	1497	910	00	76.77	756.49	756.49	

6-80

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                                   TOT       N1                                                        4.78
                                ** JOB TOTALS **              **                **              678.78  **

  POWDER RIV BR BRODWY ST    CONT NO      FA PROJ NOS SOS 103001 100                                       STATE
                               301   1959   295     00 N 9                                       410.00
                               301   1959   296     00 N 9                       985.70CR    4,5[illegible]CR
                               301   1959   298     00 N 9                       985.70      4,1[illegible].00
                               301   1959   901     00 P 1         10.20         982.56      4,4[illegible].67
                               301   1959   901     00 N 1                                        10.08
                               301   1959   914     00 P 1                                       110.35
                               301   1959   920     00 P 1                                        13.40
                               301   1959   923     00 P 1         25.54          25.54           25.54
                               301   1959   926     00 P 1        105.14       1,516.66        1,534.64
                                            TOT        P1         140.88       2,524.76        6,112.60
                                            TOT        N1                                         10.08
                                ** JOB TOTALS **                  140.88  **   2,524.76  **    6,122.68  **
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3-80

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TOTAL TO DATE JOB COST SUMMARY                                          MARCH 1980        PAGE  519

                                                                          FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE

  UPRR XNG-LAGRAND/BAKER HY  CONT NO      FA PROJ NOS M   950001 100                                   STATE
                               301   1961   901     00 P 1         58.41          84.58           84.58
                               301   1961   905     00 P 1         61.44         306.79          306.79
                               301   1961   910     00 P 1                        14.07           14.07
                               301   1961   912     00 P 1          4.72           4.72            4.72
                               301   1961   923     00 P 1         39.61          65.15           65.15
                                            TOT        P1         164.18         475.31          475.31
                                ** JOB TOTALS **                  164.18  **     475.31  **      475.31  **

  NW 9TH AT BUCHANAN/CORVALLIS  CONT NO   * FA PROJ NOS HWS 245001 100                                  STATE
                               302   1926   296     00 N 9                        36.15       10,173.95CR
                               302   1926   298     00 N 9                        36.15CR     10,173.95
                               302   1926   901     00 P 1                                     2,2[illegible]
                               302   1926   901     00 N 1                                        67.01
                               302   1926   902     00 P 1                                       173.03
                               302   1926   905     00 P 1                        40.16CR      4,5[illegible].21
                               302   1926   905     00 N 1                                         9.15
                               302   1926   909     00 P 1                                       352.05
                               302   1926   910     00 P 1                                       178.66
                               302   1926   911     00 P 1                                     1,416.41
                               302   1926   913     00 P 1                                        87.52
                               302   1926   914     00 P 1                                       474.10
                               302   1926   920     00 P 1                                        33.05
                               302   1926   921     00 P 1                                     1,028.29
                               302   1926   923     00 P 1                                       147.55
                               302   1926   924     00 P 1                                        26.84
                                            TOT        P1                         40.16CR     11,304.39
                                            TOT        N1                                         76.16
                                ** JOB TOTALS **                          **      40.16CR**   11,380.55  **
```

9221 3-12-80 L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Loval Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Deschutes River (General Patch) Br., FAS B345 Deschutes County	$ 49,000	$ 42,120	$2,940	$ 2,940	2-7-80
Diversion Canal (Joe Wright) Bridge FAS-B303 Klamath County	29,000	25,520	1,740	1,740	2-7-80
FAIX PROJECTS					
Powell Butte/Mt. Scott Transportation Study Portland	35,000	29,750	None	5,250	2-8-80
W. Burnside St. (FAU 9326) at S.W. Tichner Street Portland	185,000	157,250	None	27,750	2-8-80
N. Columbia Blvd. (FAU 9956) at N. Portland Road Ramp Portland	500,000	425,000	None	75,000	2-8-80
N.E. Glisan St.-S.E. Glenwood St., N.E. & S.E. 39th Avenue, FAU 9699 Portland	$1,705,000	$1,449,250	None	$255,750	2-20-80
SOS PROJECTS					
Power River (Broadway) Br. Section City of Baker	CANCELLATION				2-7-80
Various City Streets (Heisler & Fourth Streets) City of Dufur	CANCELLATION				2-22-80

3-12-80 Hamner
orig to eng/ Marking

March 12, 1980

H. S. Coulter
State Highway Engineer

1221

FRO 6 1.

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 7, 1980

FROM: for D. E. Swan
Operation Programming Engineer

SUBJECT: SOS Project Cancellation
City of Baker
SOS-0103(1)

The City of Baker has requested the cancellation of the Powder River (Broadway) Bridge Section. The City cannot make up the additional costs under the program, but will seek Special Bridge Replacement funding. The PE was approved by the Transportation Commission on November 28, 1978. An advance deposit was collected for PE and an adjustment will be made.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
City of Baker	Power River (Broadway) Br. Section	$111,000	$66,000	$45,000

The region and this office have considered the City's request and concur in this matter. I recommend your approval of this cancellation and request your authorization under delegated authority.

APPROVED BY:

Noted H. S. COULTER

for
H. S. Coulter
State Highway Engineer

Date 2/7/80

RECEIVED
STATE HWY ENGR
FEB 19 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

HR:pf
Attachment

D. E. Swan - Please process and update PMS.

cc w/Attachment:

F. B. Klaboe
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
~~L. W. Rulien~~
George Bell
J. H. Versteeg
L. E. George
F. E. Terpin
W. T. Hart

J. B. Boyd
R. Trygstad
G. Potter
D. O. Christensen
J. Sullivan
F. W. Yarbrough
George Wills
Phil Lewellyn
Frank Lowe
Region 5:
  W. E. Schwartz
  Roger Lang
  Harold Brainard

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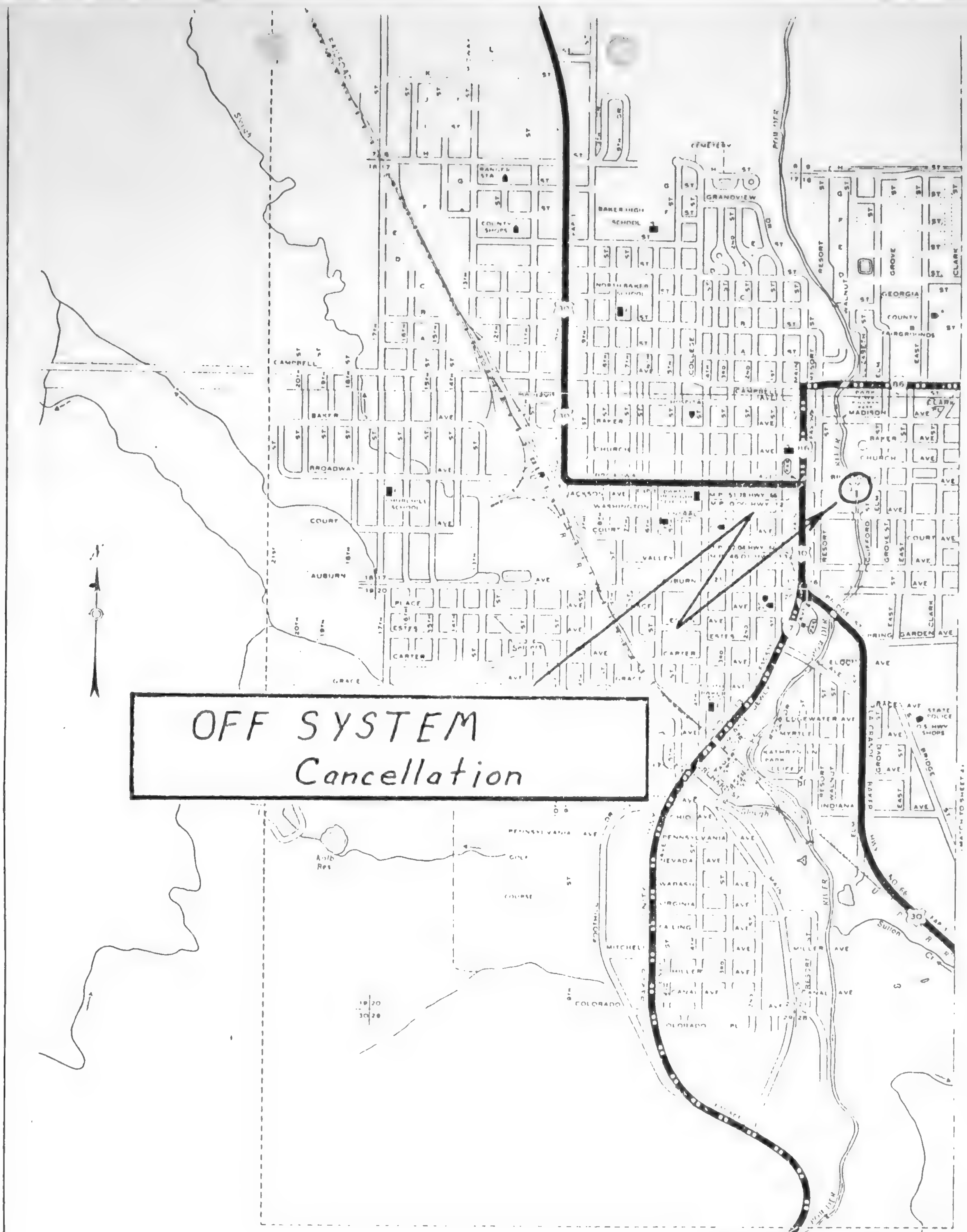
Contains Recycled Materials
125-1387


CEMETERY
GRANDVIEW
BAKER HIGH SCHOOL
COUNTY SHOPS
NORTH BAKER SCHOOL
CAMPBELL
BAKER
BROADWAY
COURT
AUBURN
PLACE
ESTES
CARTER
GRACE
CHURCH
VALLEY
WASHINGTON
JACKSON
MADISON
GEORGIA
COUNTY FAIRGROUNDS
RESORT
WALNUT
GROVE
CLARK
ELM
EAST
SPRING GARDEN AVE
ELM ST
STATE POLICE
O.S. HWY SHOPS
EDGEWATER AVE
MYRTLE
INDIANA
OHIO AVE
PENNSYLVANIA AVE
NEVADA AVE
WABASH
VIRGINIA
MITCHELL
MILLER
COLORADO
GOLF
COURSE
POWDER
30
BAKER

OFF SYSTEM
Cancellation

4221

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
SC[illegible]0103(1) (Safety

STATE PROJECT NO.
See below

COUNTY NAME
Baker

FROM:
G. L. Green, Division Adminisrator
1-29-80

PROGRAM NO.

ITEM NO.
90066

PROGRAM STAGE *(Check)*
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Roger Long

DATE PS&E APPROVED FEB 15 1980 ~~1-29-80~~	DATE AUTHORIZATION EFFECTIVE FEB 15 1980 ~~1-29-80~~	FEDERAL ROUTE NUMBER Non Federal Aid STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Powder River (Broadway Avenue) Bridge SEction

GENERAL DESCRIPTION OF WORK:
One structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-19-79 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $106,300 Federal funds $61,860 in accordance with the provisions of your approved SEcondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 1-29-80	SIGNATURE OF APPROVING OFFICIAL G K Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7221

"Center of Oregon's Adventureland"
CITY OF BAKER OREGON
P.O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA FEB 01 1980 ☐
RECEIVED
REGION 5 OFFICE

January 25, 1980

Mr. Roger Lang
Regional Federal Aid Engineer
Oregon Department of Transportation
P.O. Box 850
LaGrande, OR 97850

Re: Broadway Bridge across Powder River

Dear Roger:

At the regular council meeting of January 22, 1980, the Baker City Council considered the opportunity of replacing the Broadway Bridge across the Powder River. Due to the estimated required $91,000 local match, the Council unanimously agreed that the city would have to turn down the project at this time. It is because of it's deteriorated condition and it's importance to the entire east side of Baker, that the council requested that it remain on the State of Oregon Bridge Replacement Program funding. Any assistance in getting this project funded at the earliest possible date will be greated appreciated by the citizens of Baker.

HBR→

Please fund the engineering already done under the current agreement between the State of Oregon and the City of Baker.

Thank you very much for the assistance you have given us on the project.

Sincerely yours,

James L. Adamson
Director of Public Works

JLA:clr

cc: City Manager

Cy D.E. Swan ✓
J.A. Schlieski
W.J. Hart
John Wood

5

Section Powder River (Broadway) Br.
Highway
County Baker

Authority for Survey # 2
Prefix (only if for additional funding) # 301-1959

Column A - Total Funds needed for present phase of work
Column B - Total Funds needed to complete project

		FUNDS REQUIRED BY RESIDENT		add'l. FUNDS REQUIRED BY ~~REGION~~		add'l. FUNDS REQUIRED BY SALEM		TOTAL FUNDS RE. FOR P.E.	
		A	B	Resident	Region	Salem A	B	A	B
Resident Engineer	901	4312	2000	2400				6400	
Citizens involvement	902								
Payment to local government	903								
Consultant fees	904								
Final Design	905		500			1000		1500	
Bridge Design	906								
Preliminary Design	907								
Right of way descriptions	909								
Soils and geology	910					0			
Signing (traffic dept.)	911								
Landscape department	912								
Right of way - liaison & relocation	913								
Utility liaison	914	110	200			0			
Photogrammetry	916								
Inventory needs	917								
Reconnaissance & Hydrology	918		500			250		750	
Engineering graphics	919								
Project Management	920	13	0			50		50	
Specifications	921		500			500		1000	
Administrative Services (engineering)	922					50		50	
Environmental Section	923								
Department of Transportation	924								
Air Monitoring	925								
Foundation investigation	926	1430	-1000		500			1500	
Fr[illegible] Bridge Design to county 301-1458	927		4000			1000		5000	
Training courses, confer. & seminars	950								
Employee relocation asst. program	955								
Personal leave	960								
Historical sites inventory	975								
Public hearing charges	980								
EEO monitoring expense	985								
"Non-State" employees travel	986								
TOTALS		5865	8700 ~~4700~~					16,250	

total FA funds =

TEC =

Signature 1-24-80 as per Long & Reynoldson —

Date project is not to go any further — either hold for possible future SBR project or send to region for same reason.

9221

1-24-80

9221

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 24, 1980

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Cancellation
Powder River (Broadway Ave.)
Bridge Section
Project No. SOS-0103 (1)
City of Baker

SALEM

Jim Adamson, Director of Public Works, City of Baker, advised me at 9 a.m. today that the City wishes to withdraw their project request for the Powder River (Broadway Ave.) Bridge.

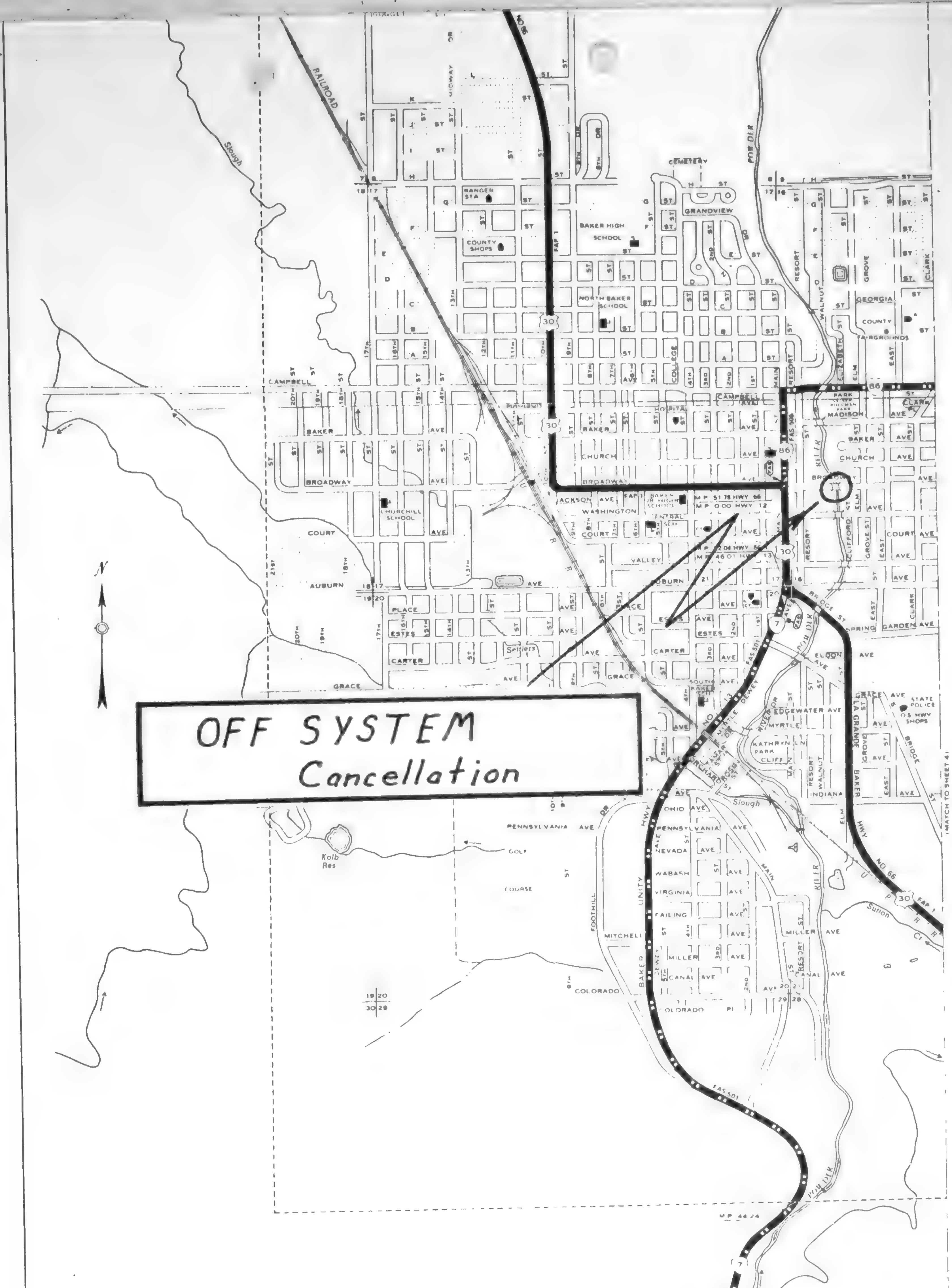
The City has taken this action because of the rapid escalation of construction costs and the requirement of 100% City funding of all project costs above $75,000 as stipulated in the SOS Working Agreement. The City also wishes to make any remaining monies available to other cities who have project requests pending.

Mr. Adamson is forwarding a letter formally requesting withdrawal of the project request. A copy will be furnished to you when it is received.

Confirming my telephone conversation with Hal Reynoldson, Phil Lewellyn and Len Wallace, it is requested no further work be performed under the Preliminary Engineering Agreement; also that we hold the survey data for the City in event another more liberal funding source becomes available for the project.

RCL/cb

cc: Jim Adamson
F. E. Terpin
Len Wallace
J. A. Schlieski


RAILROAD
Slough
CEMETERY
GRANDVIEW
RANGER STA
COUNTY SHOPS
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
COLLEGE
CAMPBELL
MADISON
BAKER
CHURCH
BROADWAY
JACKSON
WASHINGTON
CHURCHILL SCHOOL
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
Settlers
HOSPITAL
M.P. 51.78 HWY 66
M.P. 0.00 HWY 12
M.P. 12.04 HWY 66
M.P. 46.01 HWY 12
FAP 1
FAS 501
30
7
86
66
PARK
GEORGIA
COUNTY FAIRGROUNDS
CLARK
GROVE
EAST
ELM
RESORT
WALNUT
ELIZABETH
CLIFFORD
SPRING GARDEN
BRIDGE ST
ELDON
EDGEWATER AVE
MYRTLE
KATHRYN LN
PARK
CLIFF
LA GRANDE
STATE POLICE
O.S. HWY SHOPS
INDIANA
DEWEY
RIVERSIDE
ORCHARD
OHIO
PENNSYLVANIA
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER
CANAL
COLORADO
FOOTHILL
UNITY
HWY NO 7
HWY NO 66
GOLF
COURSE
Kolb Res
Sutton Cr
POW DIR
KILIR
MATCH TO SHEET 41
MP 44.24
N
BAKER

OFF SYSTEM
Cancellation

[illegible]

9

LRW LAG 15 1-16-80 11.41 AM

BUZZ SWAN
✓DON HARWELL

RE SOS PROGRAM, APPARENT ADDITIONAL FUNDS

I AM ADVISED FHWA IS WANTING TO KNOW WHAT JOBS WE CAN HAVE UNDER CONTRACT IN 90 DAYS.

I SUGGEST WE APPROACH AOC AND LOC FOR WAIVER OF $75,000 MAXIMUM FUNDS ON CITY PROJECTS. PROJECT IN QUESTION IS POWDER RIVER /BROADWAY/ BRIDGE. $75,000 MAXIMUM FUNDING WILL MEAN ABOUT $91,000 COMING FROM CITY WHICH IS A HARDSHIP UNDER THE EXISTING WORKING AGREEMENT. THEY MAY HAVE TO WAIT FOR HBR FUNDS TO MAKE THE PROJECT FLY.

IF THESE ARE EXTRA FUNDS COMING FROM OTHER STATES I DONT THINK WE SHOULD HOLD FIRM ON THE WORKING AGREEMENT STIPULATIONS.

WHAT ARE YOUR THOUGHTS.

ROGER LANG
VIV$^{3}_{4}$49

NOTE
I called Roger 1-16 (1^{40}pm) & related following. DmH.

[illegible] Bob - SOS

1/16/80 (1^{15}pm)
I recommend we obligate these funds of normal allocation (approx. $1.1 million) and should the additional funds and a date of release be made available to Oregon for a 90 day period to place under contract - we do any & all possible to avoid losing them. We should find out immediately from the Region FA Engr., or our other listing on hand, which projects can be made ready in 90 days & have all systems go for design, advertising, approvals, etc in that event. —DmH

Klein (LOC)
Penhollow (AOC)
1-16-80
copy to
R-Lang
D Swan

TOTAL TO DATE JOB COST SUMMARY DECEMBER 1979 PAGE 480

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	301	1955	923	00 P 1			12.17	
			TOT	P1			674.02	
			TOT	N1			4.76	
			** JOB TOTALS **		**	**	678.78	**
								STATE
POWDER RIV RR BROADWY ST CONT NO			FA PROJ NOS SOS 103001 101					
	301	1959	295	00 N 9			440.00	
	301	1959	296	00 N 9		814.61CR	4,408.91CR	
	301	1959	298	00 N 9		814.61	3,968.91 ✓	
	301	1959	901	00 P 1	786.37	855.35	4,301.46	
	301	1959	901	00 N 1			10.08	
	301	1959	914	00 P 1			110.35	
	301	1959	920	00 P 1			13.40	
	301	1959	926	00 P 1	508.34	1,411.52	1,429.50	
			TOT	P1	1,294.71	2,266.87	5,854.71	
			TOT	N1			10.08 ✓	
			** JOB TOTALS **		1,294.71 **	2,266.87 **	5,864.79 ✓	**
								STATE
NW 9TH AT BUCHANAN(CORVALLIS CONT NO			* FA PROJ NOS HHS 245001 100					
	302	1926	296	00 N 9			10,210.10CR	
	302	1926	298	00 N 9			10,210.10	
	302	1926	901	00 P 1			2,780.68	
	302	1926	901	00 N 1			67.01	
	302	1926	902	00 P 1			173.03	
	302	1926	905	00 P 1	40.16CR	40.16CR	4,591.21	
	302	1926	905	00 N 1			9.15	
	302	1926	909	00 P 1			352.05	
	302	1926	910	00 P 1			178.66	
	302	1926	911	00 P 1			1,416.41	
	302	1926	913	00 P 1			87.52	
	302	1926	914	00 P 1			474.10	
	302	1926	920	00 P 1			38.05	
	302	1926	921	00 P 1			1,038.29	
	302	1926	923	00 P 1			147.55	
	302	1926	924	00 P 1			26.84	
			TOT	P1	40.16CR	40.16CR	11,304.39	
			TOT	N1			76.16	
			** JOB TOTALS **		40.16CR**	40.16CR**	11,380.55	**
								STATE
CORVALLIS CITY TRAFFIC SIGNAL CONT NO			* FA PROJ NOS HHS 00S013 100					
	302	1931	295	00 N 9	45.69	45.69	45.69	
	302	1931	296	00 N 9	45.69CR	45.69CR	456.94CR	
	302	1931	298	00 N 9			411.25	
	302	1931	901	00 N 1			6.09	
	302	1931	905	00 P 1			72.05	
	302	1931	914	00 P 1			214.04	

12-79

9201

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 4-1

December 19, 1979

TO: G. L. Green, Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Authorization for Construction
Safer Off System Roads Projects.

I hereby request authorization for construction on the following listed Safer Off System Roads Projects.

Item No.	Project No.	Total Cost	Federal Funds
90066	SOS-0103(1) Baker City	$106,300	$61,860
90065	SOS-0602(1)	67,600	59,490
90074	SOS-1004(1)	67,600	59,490
90072	SOS-3201(1)	90,000	60,720

CL:fkc

cc: H. Reynoldson

Form 734-3122

7251

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 18, 1979

Mr. George Hiatt
City Manager
City Hall
Baker, Oregon 97814

Dear George:

Re: Powder River (Broadway Avenue) Bridge, Number 04T05

During my visit to Baker on December 16, 1979 I took another look at the Broadway Avenue (Powder River) Bridge, Number 04T05 and noted that the load limit signs indicate a maximum loading of 10 tons.

Upon reviewing the inspection report submitted on November 19, 1979, it is noted the inspector's rating of the deck is 3, superstructure is 4 and the inspector's remarks show the 10 ton limit may not be safe and recommends signing for 5 tons or closure of the bridge to all traffic.

In the interest of protecting the City against possible claim, I urge you to review the attached Bridge Inspection Report and take whatever action you feel is necessary.

Please advise me of your action so I may incorporate the information in the bridge file.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
Enc.
cc: John Wood
W. J. Hart
D. E. Swan
J. A. Schlieski

Form 734-3123

BRIDGE INSPECTION REPORT

BRIDGE NO. 04T05

OREGON STATE HIGHWAY DIVISION

RIDGE TYPE 60 FT STEEL ~~PONY TRUSS~~ SPAN NAME OWDER R (BROADWAY) HWY. NO. 4T20 MILE POST 0.12
ROSSING (OVER, ~~UNDER~~) ______ COUNTY BAKER INSPECTORS'
ISTRICT 13 YEAR BUILT 1920± PHOTOS YES DATE 11-19-79 SIGNATURES James [illegible]

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. END BENTS	Caps	8	
	Piles	—	
	Footings	7	
	Footing Piles	—	
	Backwalls, ~~Bulkheads~~	6	
	Wings	8	
2. INTERIOR PIERS OR BENTS	Caps	—	
	Columns, Posts		
	Footings		
	Footing Piles		
	Piles		
	Bracing	—	
3. Debris on Seats		7	
4. Paint		—	
5. Collision Damage		—	
6. Scour		N	
7. Settlement (Footing or Piling)		6	
INSPECTOR'S CONDITION RATING (60)		5	

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	N
2. Embankment Erosion	N
3. Drift	N
4. Vegetation	N
5. Channel Change	N
6. Fender System	—
7. Spur Dikes & Jetties	—
8. Riprap	8
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	8

SUPERSTRUCTURE (59)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. Stringers $3\frac{1}{4} \times 6 \times \frac{1}{4}^{+}$ I		7	
2. Girder or Beams		—	
3. Floor Beams $5 \times 12 \times \frac{3}{8}$ I		7	
4. TRUSSES	Chords	7	
	Web Members	7	
	Portals	—	
	Bracing	4	
5. Diaphragms, Bridging		—	
6. Bearing Devices		7	
7. Paint		4	
8. Rivets or Bolts		7	
9. Welds		—	
10. Collision Damage		4	
11. Deflection under Load		6	
12. Alignment of Members		8	
13. Vibrations under Load		4	
14. Machinery (Movable Spans)		—	
INSPECTOR'S CONDITION RATING (59)		7	

CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		N

DECK (58)	Condition Rating
1. Deck — Structural Condition	3
2. Wearing Surface AC 1"	4
3. Deck Joints	—
4. Curbs, Felloe Guards	2
5. Sidewalks	3
6. Parapet, Concrete Barrier	—
7. Railing, Posts	5
8. Median Barrier, Railing	—
9. Paint	7
10. Drains	—
11. Lighting Standards	—
12. Utilities	—
13. Vibrations in Deck	3
INSPECTOR'S CONDITION RATING (58)	3

APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	8
2. Shoulder Embankment	—
3. Relief Joints	—
4. Approach Slab	—
5. Guardrail	—
INSPECTOR'S CONDITION RATING (65)	8
SAFETY FEATURES (36)	0 0 0 0
APPR. ALINE. (72)	8

SIGNING	
1. Posted Loading *	4
2. Legibility	8
3. Visibility	8
INSPECTOR'S CONDITION RATING	2

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

* "WT LIMIT 10 TONS
ONE LANE BRIDGE"

60-1,7 E backwall crack may be result of footing settlement; 59-4,10 knee bracing collision damaged; 59-11,13 Result of deck deterioration and light structure; 58-1, 2, 4, 13 Result of deterioration and damage; Signing — 10 Ton limit may not be safe allowable loading 5 Ton recommended or closure to all traffic.

58-5 3-I stringers rusted through — now about 25% original strength.

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	
	I recommend replacement of existing structure with bridge of adequate width and load carrying capability.			

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair of whatever character.

Form 734-3864 (Rev. 3-79) SP*70884-734

7221

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
November 23, 1979

Bob Aldrich

FROM: Bob Aldrich
Region Engineering Specialist

TO: Bob Church
Contract Payments
Construction Section

S A L E M

SUBJECT: Powder River (Broadway St.) Bridge
City Street
Baker County

Location Data

Enclosed find the following data:

1 copy Vicinity map and detail sheet. Mylar for location section and one print for Region. Copies have been distributed to the following:

Region Utility Engineer - no action necessary
Foundation Engineer - Jack Davis
Harold Brainerd - R/W Supervisor - Bend
Jim Adamson - Director of Public Works - City of Baker

1 copy Location Narrative Report
Copies have been distributed to the following:

Region Utility Engineer
Foundation Engineer - Jack Davis
Harold Brainerd - R/W Supervisor - Bend
Jim Adamson - City of Baker

1	copy	Checklist of Hydrologic and Hydraulic Data
1	copy	Locating Engineer's Statement
1	copy	Title VI Report
1	copy	Cost Estimate and Quantity Summary
1	pad	Project Photos
1	book	Field Notes
1	roll	Plotted X-Sections of Broadway Street
1	roll	Plotted river Profile and X-Sections
1	copy	City of Baker's waterline detail drawing
1	copy	Bridge Inspection Report

[illegible] 11-28

[illegible] 11-29

BA/vt
Enc.
cc: J. A. Schlieski

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Powder R. (Broadway St.) Br. UNIT OR PART ______ sheet 1 of 1

HIGHWAY Broadway St. PREFIX 301-1959-901 COUNTY Baker

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization (10%)	Lump Sum	All		$12,500
2		Temporary Protection and Direction of Traffic	Lump Sum	All		$ 1,000
3		Temp. Continuous Rail Traffic Barrier - Reflec.	L. F.	50	$10.00	$ 500
4		Bridge Removal Work	Lump Sum	All		$10,000
5		Structural Excavation (200 yds)	Lump Sum	All		$ 2,000
6		Furnish Steel Piling	L. F.	400	$15.00	$ 6,000
7		Drive Steel Piling	Each	8	$450	$ 3,600
8		Splice Steel Piles	Each	2	$100	$ 200
9		Structural Conc. Class 3300 (80 yds)	Lump Sum	All		$32,000
10		4' x 60'/65' Prestressed Slabs	Each	11	$5000	$55,000
11		Reinforcement (9,200 lbs)	Lump Sum	All		$ 5,520
12		Pedestrian Rail	L. F.	124	$45	$ 5,580
13		Riprap	Cu. Yd.	55	$20	$ 1,100
14		Class "B" Asphaltic Concrete	Ton	80	$35	$ 2,800
		TOTAL ESTIMATED BID ITEMS - - - - - - - -	- - - -	- - - - - - -	- - - -	$137,800
		Contingencies & Engineering - 14½%				$19,981
		TOTAL COST - - - - - - - - - - - - - -	- - - -	- - - - - - -	- - - -	$157,781

LOCATION NARRATIVE REPORT

Subject: Powder River (Broadway St.) Bridge
City Street
Baker County

Work to be done: Bridge Replacement

The proposed project is the replacement of an existing narrow steel pony truss, with a prestressed concrete structure, over the Powder River.

Existing Structure: The existing bridge is a light weight steel pony truss, 61' span, with a 16' travel way and 2 - 5' sidewalks. The structure is supported on concrete abutments - probably founded in gravels on footings.

Proposed Structure: The proposed structure is a 61' prestressed slan span with 4 - 5' sidewalks on both sides - it probably will be supported on steel piling encased in a concrete webwall.

"P" line & "L" line are the center of the street as established by using the City's monuments at Resort and Grove Streets.

The structure will have a 36' roadway with a sidewalk on both sides.

Foundation: Existing - we're uncertain of the existing structure's foundation. We've assumed it to be only concrete abutments on footings - there are apparent settlement cracks through the abutment walls. For this reason and the extensive work required to extend the existing abutment both upstream and downstream to accommodate a wider structure - we've not attempted to use any of the existing abutment - they will be removed.

Proposed - based on the foundation exploration data we've assumed the use of steel piling - pouring a concrete webwall 3' below the channel bottom.

Scour: Scour does not seem to be a particular problem on the old structure. There is a slight indication of possible settlement cracking of the abutments. However the hand placed rubble masonry walls lining the river channel were placed in the 30's by WPA and appear to be in reasonably sound condition after almost 50 years. If riprap is suggested by the Hydraulics Unit - we'd recommend only a toe trench excavation in front of the webwall - backfilled with riprap to the bottom of the channel.

Erosion: The stream banks are well protected with hand placed rubble masonry - which has been in place almost 50 years.

Drift: The drainage area is mostly sagebrush and bunchgrass - and does not pose any drift problems.

Icefloes: Icefloes do occur in this river and can be a problem. The underside of the existing structure appears to have had ice caught in the x-bracing between the floor beams. For this reason the City requests a clear span with the least reduction in vertical clearance under the structure. Our proposal using the City of Baker's finish grade line - lowers the structure approximately one foot. Having a smoother surface on the underside of the bridge should help to alleviate the ice jamming problem.

Structure Waterway:	The existing structure waterway appears to be adequate for most highwater. There have been some floods - (1956?) when the stream overflowed the banks and inundated several blocks of residences, etc. We're reluctant to raise the finish grade over that proposed by the City - since the bridge is all ready higher than the street.
Highwater:	No definite highwater elevation has been established. City officials told us that the stream has overflowed the banks during periods of high run-off probably on a 50 year frequency.
Drainage Area:	Refer to the following quadrangle sheets - Baker, Oregon; Pine, Oregon; and Sumpter, Oregon.
Channel Work:	No channel work other than structural excavation for the new abutments will be necessary. We do recommend cleaning out the silt deposits under the existing structure and provide the greatest channel opening possible.
Horizontal Alignment:	All centerlines are the same line - "P", "L", and street centerline.
Vertical Alignment:	To stay substantially with the City's overall plan for Broadway Street we plan to use their proposed finish grade on centerline. There is all ready a hump in the finish grade over the structure.
Skew:	The proposed structure skew angle is 20 degrees - as measured from a line normal to the structure centerline to the proposed bent centerline.
Roadway Crown:	The normal street crown is 02'/'. It may be necessary to reduce this crown on the structure inorder to maintain the greatest possible vertical clearance under the structure. On our proposal we've used something less than 02'/' - approximately 0125'/'. Since the structure gradeline will require a transition from the normal street - all we really need to be concerned with is drainage on the structure.
Grading Work:	All street work - connections to the new structure, curbs, sidewalks to the structure, and paving will be completed by the City of Baker.
Structure Upstream:	The structure upstream is on Washington Street. A steel I-beam structure with steel decking. The elevation of the bottom of the beams is 3436.80. Approximate bridge opening is 291 sq. ft.
Structure Downstream:	The structure downstream is on Madison Street. A steel I-beam structure with steel decking. The elevation of the bottom of the beams is 3434.30 and the approximate bridge opening is 260 sq. ft.
Utilities:	C P National maintains a power line along the northside of the street. There appears to be no conflict with this utility. Pacifc Northwest Bell maintains telephone service along the southside of the street. There is one pole in conflict with the structure and its adjustment will be taken careof through the City.

Utilities Cont: Cablevision maintains service in the area - generally contacting telephone poles. They will have to adjust their facility along with the telephone co.

Cascade Natural Gas maintains gas service in the area but currently does not cross the river on the structure. We've found no conflict with the gas service.

City of Baker maintains an 8" waterline along the northerly side of the street. This waterline currently is buried below the river channel and the City plans to leave it there. The contractor will have to locate this line with the help of the City of Baker and protect it during pile driving operations. We've anticipated that the line may be in conflict with the concrete webwall around the piling. We propose to leave a 24" diameter blockout through the webwall for the waterline. We will not be certain until the line is uncovered if in fact we have a conflict - the blockout is an anticipated item that the contractor should be aware of.

City of Baker maintains stormsewers in the area. There is a conflict on the southside of the structure where the present stormsewer outlets into the river. The City of Baker will adjust these stormsewer outlets.

Structure Utility Contacts: Pacific Northwest Bell plans to place a 4" duct on the south side of the new structure. We have proposed an overhang of the poured in place sidewalk - the ideal place to install the necessary inserts is on the underside of the sidewalk above the bottom of the slabs - inorder to keep it up out of the icefloes, etc. 3/4" inserts on a 10' spacing should be adequate. Plan on 6" diameter utility holes through the endwall where necessary.

Cascade Natural Gas plans to contact the new structure on the northside with a 2" line. Again we'd suggest placing the necessary inserts on the underside of the sidewalk overhang above the bottom of the slabs - inorder to eliminate conflict with icefloes, etc. 3/4" inserts on a 10' spacing should be adequate. Plan on a minimum 4" diameter utility holes through the end walls where necessary.

Existing Structure: The City wants the old structure to be salvaged. Only the structural steel need be salvaged and trusses and floor beams may be salvaged as a unit. The City will be available to haul the salvaged structure off the site when the contractor removes it. Since the structure is of riveted construction - we'd prefer that it be removed as a unit.

Detour: No detour will be necessary. The City of Baker will close the street to thru traffic and the contractor will be responsible for closing the street at the bridge site.

Minorities: No minorities have been identified within the limits of the location survey. There is no alternate route and no residents are being displaced.

R/W: The structure can be built within the existing R/W. There is a minor conflict on the northeast corner of the project with access to the property along the river. The City is attempting to acquire an easement or a small section of R/W for a driveway which will be constructed by the City when they complete the grading work.

Game Commission: This project has not been discussed with the Game Commission since it is uncertain as to if and when this project will ever be built. I don't anticipate any problems as long as we follow the normal precautions. The excavation for the bents must be isolated from the free flowing stream by berms, cofferdams or cribs. Dewater from the excavations will be a slight problem. Settling basins to remove the silt from the dewater will be necessary. Fresh concrete or other stream contamination will not be allowed in the free flowing stream.

Date of Award: We are not ready to schedule the letting of this contract - until monies are available. Preferably we should try to schedule it sometime after the spring run-off and during a season when the necessary paving can be completed.

Contract Time: I'm in favor of a short contract time limit - where the contractor will be required to have all materials available before beginning work and must complete it promptly once started. If there is a genuine reason for the temporary suspension of the work it can be handled in the field.

Temporary Protection & Direct: Temporary protection and direction of traffic will be of no consequence on this project. The City of Baker will close the street to thru traffic and the contractor will be responsible only for closing the road at the structure site.

Cost Estimate: Our cost estimate has been discussed with the Bridge Section and our Cost Analysist in Salem.

Work to be done by the City: The City will close the street to thru traffic; complete all grading work up to the structure including curbs, sidewalks, stormsewer adjustment, and paving. We'd suggest that the paving of the structure be set up as an anticipated item and a State Force Order be written allowing the City to pave the complete project at one time - inlieu of placing three short sections of pavement.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer
11-2-79

POSSIBLE SOURCES OF INFORMATION

Duane West	Ore. State Game Commission Fish Biologist La Grande, Oregon	Phone: 963-2138
Virgle Briton	Cascade Natural Gas Baker, Oregon	Phone: 523-5818
Jim Adamson	Director of Public Works City Hall Baker, Oregon	Phone: 523-4437
Peggy Gianelle	Pacific Northwest Bell Pendleton, Oregon	Phone: 276-5050

7221

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
April 16, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Gerald Wimer
Project Management

SUBJECT: Alternative Two, SOS Project Advancement
Powder River (Broadway) Bridge Section
Project No. SOS 0103(1)
City of Baker

SALEM

Enclosed is a copy of a letter received from George Hiatt, City Manager, requesting the Highway Division to proceed towards final plans and specifications as provided for under Miscellaneous Contracts and Agreements No. 6892.

By copy of this letter, I am asking everyone involved to proceed towards development of final plans and specifications. Also, the City of Baker is performing an inspection on the above structure in the hope it will qualify for funding under Highway Bridge Replacement funding (SHBR) in event the SOS program is not funded by Congress.

RCL:lt

Enclosure

cc: H. S. Coulter
George Hiatt
D. H. Moehring
Region Engineer
Frank Terpin
Don Harwell
Vern Cusack
E. S. Hunter
L. W. Rulie
Hal Versteeg
L. E. George
Bob Prange
C. T. Keasey
Bob Ewen
Walt Hart
Steve Macnab
Mainor Holmes
Noel Klein
J. A. Schlieski

N

"Center of Oregon's Adventureland"

CITY OF **BAKER** OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

April 12, 1979

☐ RE ☐ RCE ☐ RME ☐ ROE 4-16-79

☑ RFA APR 16 1979 ☑ Region

RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Regional Federal Aid Engineer
P.O. Box 850
LaGrande, OR 97850

Re: Safer Off System Road Funds, Powder River Broadway
Avenue Bridge

Dear Roger:

Please continue with the construction design and specifications for the above mentioned bridge.

Thank you for your assistance.

Sincerely yours,

George O. Hiatt

George O. Hiatt
City Manager

GOH:clr

cc: JLA

7221

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 20, 1979

Mr. George O. Hiatt
City Manager
Baker, Oregon 97814

Dear George:

Re: Safer Off System Roads Funds, Powder River (Broadway Avenue) Bridge

We have been notified by the Federal Highway Administration that all available funds for the Safer Off System Roads Program have been obligated and no additional projects will be accepted for programming. This action by FHWA leaves your project without construction funds and we will not be able to advance the project to contract letting.

Under the previous authority from FHWA, funds were obligated for Preliminary Engineering. At this point, we need your guidance in determining a course of action for your project. The available options are as follows:

1. Continue with the project through the field work stage then temporarily curtail activity hoping that Congress will authorize funds which are allowed for in the 1978 Surface Transportation Assistance Act.

2. Continue with the project, as per your original request or on a down scoped basis, utilizing your own funds for construction.

3. Consider the limited Special Bridge Replacement program, if eligible.

I know this must be a very frustrating situation for you, but I am requesting your early action as we are holding up work awaiting your decision.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:vt
cc: Gerald Wimer
J. A. Schlieski

Form 734-3122

9221

L.

January 24, 1979

City of Baker
City Hall
Baker, OR 97814

Attention: Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6892

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Powder River Bridge Section of Broadway Street in Baker.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9221

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-23-79	CC 1964		301-1959

BILL TO: Code:

City of Baker
City Hall
Baker, OR 97814
Mr. George Hiatt, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for the Powder River (Broadway Ave.) Bridge Section SOS-0103(1) AD 569			

Advance Deposit Amount	$540.00
Advance Deposit Previously Transferred to Highway Fund	$--
Balance	$540.00
Transfer to Highway Fund	$440.00
Refund Due	$

Amount Due . . . . . $

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald Wimer
Gerald Wimer

SP*35736-734

9221.

Form 81-[illegible]-3030

PRB0001

13

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Powder River (Broadway St.) Bridge

Date January 9, 1978

Highway City Street, City of Baker

Authorization No. 1

County Baker

Survey Prefix SEE BELOW (Assigned by Salem office)

Description of termini, route, length, etc.:

Powder River crossing of Broadway Street

S05-0103(1)
1-8-79.

N

Purpose of survey:

Perform necessary engineering to prepare plans, specifications, and cost estimates.

Bridge Design State Funds			Prefix 301-1458
Structure Design	(906)	4,000	
Federal Aid Participation			Prefix 301-1959
Field	(901)	2,000	
Plans	(905)	500	
Utility	(914)	200	
Hydraulics	(918)	500	
Specifications	(921)	500	
Found. Expl.	(926)	1,000	Total FA$4,700

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: R C Lang

Region 5 Federal Aid Engineer XXXXXXXX

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~ XXXXXXXXXXXXXXX

SP*19760-734

9-21

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

1-8-79

LETTER OF APPROVAL A[illegible] OR AUTHORIZATION

FEDERAL AID PROJECT NO.	SOS-0103(1)
STATE [illegible]ECT NO.	See below
COUNTY NAME	Baker
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	90066

FROM:
Mr. G. L. Green
Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	1-8-79
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	City Street

GENERAL LOCATION:

Powder River (Broadway Ave.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION including archeological salvage and utility preparatory work
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-15-78, letter, you are authorized to proceed with the above work at a TEC of $4,700 with Federal participation limited to $4,140.

NOTED
F. B. KLABOE

1-11

DATE 1-8-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hosner	TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

/ 9221

December 28, 1978

City of Baker
City Hall
Baker, Oregon 97814

Attn: Mr. George Hiatt
City Manager

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Powder River (Broadway Ave.) Bridge Section, SOS-0103(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$4,700.00
Federal Funds	4,140.00
Balance	$ 540.00
Local Share:	
$540.00	

Please make your check in the amount of $540.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

Rec'd
1-16-79
Informed
Roger Lang

HR:dmc

bc w/AD#569: Vern Skoog-Please return completed AD#569 when check is received.
Region 5 Federal Aid Engineer Roger Lang.

7221

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

W. H. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 20, 1978

Mr. George O. Hiatt, City Manager
City Hall
Baker, Oregon 97814

Dear George:

Re: Powder River (Broadway Avenue) Bridge Section, SOS-R, Group II Project

In my letter of December 1, 1978 I advised you of Transportation Commission action on the above project and identified funding participation as described in the 1978 Surface Transportation Assistance Act.

Although the SOS-R funds are described in the Act, they are general funds and must come under a separate appropriation bill. Congress did not take any action towards appropriating the funds for fiscal year 79 (10-1-78 to 10-1-79) prior to their adjournment. There are some indications Congress may not act on fiscal year 79 SOS-R funds and we just won't have them.

In the interest of keeping your project going we are attempting to program all, or at least preliminary engineering, of your project with unobligated fiscal year 78 funds. If we are successful, the funding rate would be 86% Federal and 14% Local up to a maximum of $75,000.

$75,000 x 86% = $64,500
75,000 x 14% = 10,500

We'll eventually obligate 88% of $75,000 or $66,000 Federal Funds.

All project costs over $75,000 will be at 100% City cost.

his funding method is the same as we originally discussed at the time of plication.

[illegible]
Be sure Lang understands

7221

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 20, 1978

Mr. George O. Hiatt, City Manager
City Hall
Baker, Oregon 97814

Dear George:

Re: Powder River (Broadway Avenue) Bridge Section, SOS-R, Group II Project

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$75,000 x 86% = $64,500
75,000 x 14% = 10,500

We'll eventually obligate 88% of $75,000 or $66,000 Federal Funds.

All project costs over $75,000 will be at 100% City cost.

This funding method is the same as we originally discussed at the time of application.

Bynollson
Be sure Larry understands

Form 81-734 3123

We should know in the near future if we are successful in funding any part of the project. I will keep you informed.

Do not hesitate to contact me if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: Hal Versteeg
Buzz Swan
Gerald Wimer
J. A. Schlieski

9221

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 19, 1978

TO: CITIES OF BAKER, BOARDMAN, CANYONVILLE,
CARLTON, COOS BAY, DALLAS, ENTERPRISE and TILLAMOOK

Attn: City Managers and Public Works

SUBJECT: 1979 SOS Program

Under date of December 13, you were advised that the Oregon Transportation Commission had approved the allocation of projected Fiscal Year 1979 Safer Off-System Program funding for the project requested in your city.

The Oregon Department of Transportation has been advised by the Federal Highway Administration, and we wish to share this with you, that, "DOT (FHWA) does not plan to submit a supplemental appropriation request for FY 1979". This means "Those programs in the Surface Transportation Act of 1978, that are not funded from the trust fund, or have prior contract authority, will not be funded. The major program affected will be the Safer Off-System Roads program, utilizing general funds, will not have a 1979 appropriation".

We will utilize funds from prior years to fund, at least the preliminary engineering phase, these projects, if any unobligated balances are available.

The one alternative, to attempt full funding appropriation, is to write to the League of Cities and/or your Congressman.

Harwell H
Prange R
Johnson J
Reynoldson D
Holmes H
Hildebrandt H

We hope this does not cause any undue constraints on your city and am sorry to have to inform you of this proposal.

Happy Holidays and a prosperous New Year.

Very truly yours,

G. W. Wimer, Manager
Local Government Section

DNH:pf

cc: William Penhollow (AOC)
Noel Klein (LOC)
Fred Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog
D. E. Swan
Local Government Section ✓
Region Federal Aid Specialists

9221

STATE OF OREGON
1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 15, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: for J L Gaither
D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90066
Project No. SOS-0103(1)
Powder River (Broadway Ave.) Bridge Section
Baker County

Attached data consists of PR-1 with project maps.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $4,700 with an obligation of $4,140 in federal funds.

DRH:tmw

FHD 529

Attachments

cc: W. E. Schwartz, (Region 5)
H. Reynoldson, w/att.

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 12-15-78

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Powder Riv. Br. on Broadway Ave. (Baker) 65	ADT	PRESENT 350	FUTURE N/A (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E. & One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 SOS- 23	NUMBER 7 0103

CARD	CLASS OF FEDERAL FUNDS Safer Off-System Roads		COUNTY NAME Baker			
	NAME OF URBAN AREA 17-31 Baker		ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36)	U.S. (37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS (city)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.012	4,700	4,140	- - -	560
5					ROW							
5					CONST (CODE) X080		"Powder River (Broadway Ave.) Bridge Section"	0.012	106,300	61,860	- - -	44,440

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.012	111,000	66,000	- - -	45,000	
1	14	PROGRAM APPROVAL DATES 10-13-78			(16) (23)	(24) (33)	REMARKS		

Budget Bureau No. 41-R2067; Approval Expires February 28, 19..

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

12-15-78

ECT LOCATION (45 typewriter spaces) y St., Powder Riv. Br. on Broadway Ave. (Baker) 65	ADT	PRESENT 350	FUTURE N/A (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 680 (4) (9)

ITEM NO. 90066 (14) (18)

ORK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SOS- 14 23 · NUMBER 0103 7 13 · SEQ. NO. (1)

I. Projects Only
POST MI. DESIG. (24) (26) 27

Safer Off-System Roads

Baker

COUNTY NAME Baker · CODE 001 (14) (16)

ROUTE NO. N · FEDERAL-AID Non (32) · STATE City St. (36) (37) · U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS (city)	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E			0.012	4,700	4,140	- - -	560	
OW								
ONST ODE) 080		"Powder River (Broadway Ave.) Bridge Section"	0.012	106,300	61,860	- - -	44,440	ROW-60' min.; Access Control-none; Parking Restriction-none.
	DRH	PROJECT TOTALS	0.012	111,000 (16) (23)	66,000 (24) (33)	- - -	45,000	

ESTIMATED PROJECT COST BY PHASES

REMARKS

ROVAL DATES

10-13-78

-over-

9221

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177

December 1, 1978

Mr. George O. Hiatt
Baker City Manager
City Hall
Baker, Oregon 97814

Dear George:

RE: Powder River (Broadway Ave.) Bridge Section, SOS-R, Group II Project

The Safer Off-System project which you applied for on January 6, 1978 has been approved for funding by the Transportation Commission at their regular meeting on November 28, 1978.

Under the terms of the 1978 Surface Transportation Assistance Act, the Federal participation has increased from 86% to 88%. Based on the preliminary estimate of $111,000, this will result in $66,000 Federal funds (88% of $75,000 maximum Group II project, see SOS-R Working Agreement) and $45,000 City funds.

Our Project Management Section has initiated action to begin the A-95 Review process, program the project with FHWA, and prepare the necessary agreements for construction and financing of the project.

No work may be performed on the project until fully approved by the FHWA. I will be in contact with you as individual steps of the program process are accomplished.

Sincerely,

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Engineer

RCL:sh

cc Buzz Swan
Gerald Wimer
J. A. Schlieski

N B

Form 81-734 3123

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Powder R. (Broadway St.) Br. UNIT OR PART ______ sheet 1 of 1

HIGHWAY Broadway St. PREFIX 301-1959-901 COUNTY Baker

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization (10%)	Lump Sum	All		$12,500
2		Temporary Protection and Direction of Traffic	Lump Sum	All		$ 1,000
3		Temp. Continuous Rail Traffic Barrier - Reflec.	L. F.	50	$10.00	$ 500
4		Bridge Removal Work	Lump Sum	All		$10,000
5		Structural Excavation (200 yds)	Lump Sum	All		$ 2,000
6		Furnish Steel Piling	L. F.	400	$15.00	$ 6,000
7		Drive Steel Piling	Each	8	$450	$ 3,600
8		Splice Steel Piles	Each	2	$100	$ 200
9		Structural Conc. Class 3300 (80 yds)	Lump Sum	All		$32,000
10		4' x 60'/65' Prestressed Slabs	Each	11	$5000	$55,000
11		Reinforcement (9,200 lbs)	Lump Sum	All		$ 5,520
12		Pedestrian Rail	L. F.	124	$45	$ 5,580
13		Riprap	Cu. Yd.	55	$20	$ 1,100
14		Class "B" Asphaltic Concrete	Ton	80	$35	$ 2,800
		TOTAL ESTIMATED BID ITEMS - - - - - - - - - -	- - - -	- - - - - - -	- - - -	$137,800
		Contingencies & Engineering - 14½%				$19,981
		TOTAL COST - - - - - - - - - - - - - - - - -	- - - -	- - - - - - -	- - - - -	$157,781

9221 L

November 15, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1979 SOS Fund Allocation
Proposed Safer Off-System Roads Projects

On the Consent Calendar for the November 20 meeting will be a tabulation showing the distribution of Fiscal year 1979 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

The President signed into law the Surface Transportation Assistance Act of 1978. The act, among other things, extends the SOSP program for four years, FY 1979, 1980, 1981, 1982. Oregon's projected apportionment for FY 1979 is $3,650,000.

I recommend your approval of the allocation of FY 79, SOSP funds. Also on the Consent Calendar will be ten requests for approval of SOS projects. These projects are summarized as follows:

Group I - Eugene - Springfield Urbanized Area

The City of Eugene is requesting two projects, one is for constructing sidewalks and curbs on Norkenzie Drive over Beltline Road and is estimated to cost $52,800. The other project is for a bridge over Amazon Channel on Acorn Park Street and is estimated to cost $149,500.

Group II - Cities less than 50,000 population

The City of Baker is requesting a bridge over Powder River on Broadway Street at an estimated cost of $111,000.

The request by the City of Boardman is for grading and paving portions of North Main Street and Columbia Ave. and is estimated to cost $92,500.

Group II - Continued

The City of Canyonville is requesting a grading and paving project on the I-5 to Main Street Section on West First Street and is estimated to cost $75,000.

The City of Carlton is requesting a grading, paving and curbing project on S. Yamhill St., W. Washington St., and E. Polk St. and is estimated to cost $50,000.

The request by the City of Coos Bay is for a grading, paving and curbing project on Ingersol Ave.-Kruse Ave. Section on Tenth Street and is estimated to cost $75,000.

The City of Dallas is requesting a grading, paving, curbing and sidewalk project on portions of Uglow St., Brentwood Ave., "A" Street, and Denton Ave. and is estimated to cost $259,800.

The request by the City of Enterprise is for a grading, paving and curbing project on the Alamo Street-Greenwood Street Section of West Second Street and is estimated to cost $96,000.

The City of Tillamook is requesting a paving project on 4th, 5th, 7th and 8th Streets along with a number of connecting streets and is estimated to cost $97,[illegible].

The Federal funds required for these projects is estimated to be $646,400 and the matching by the local government agencies is $412,200.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.

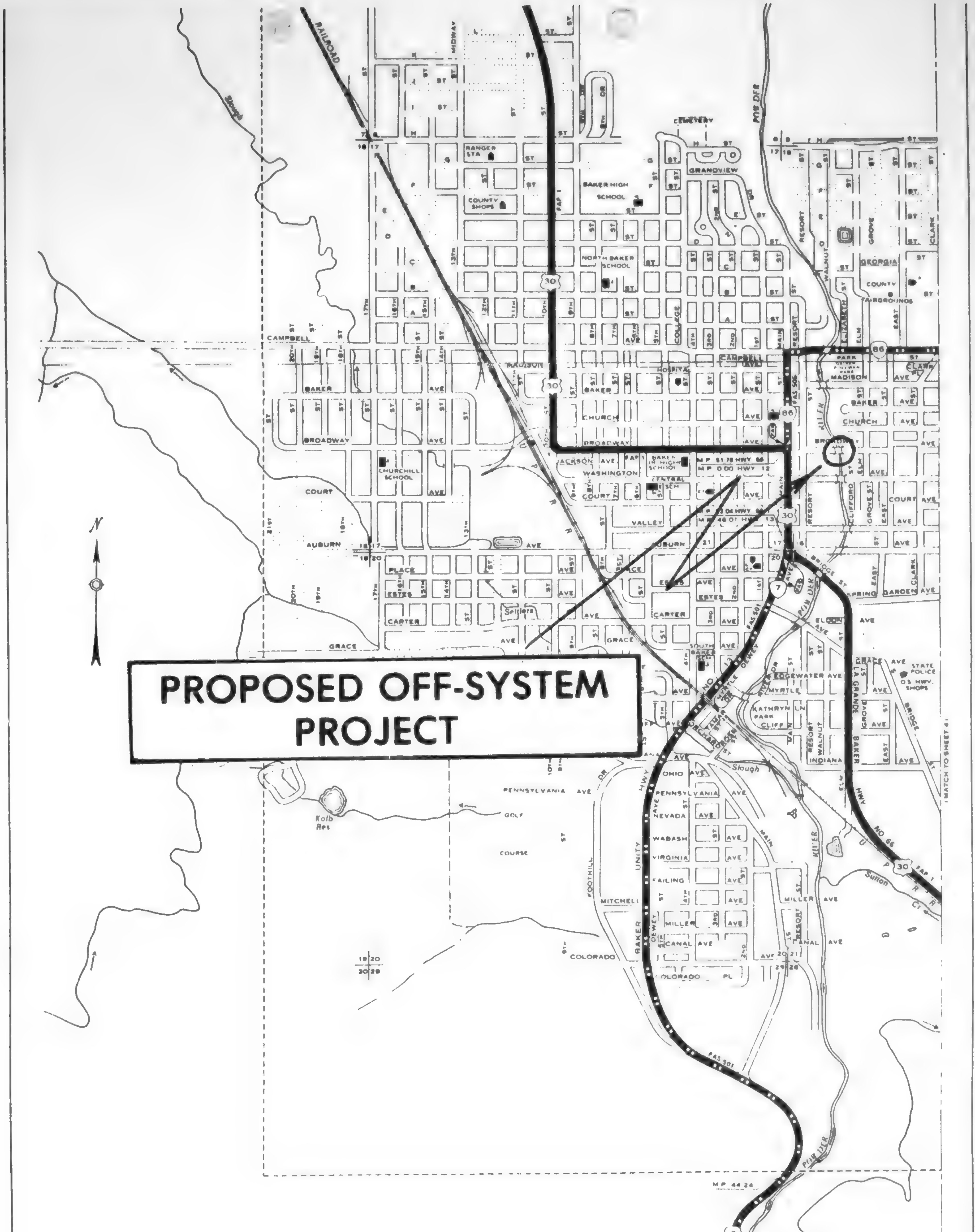
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
Walt Hart D
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz
D. N. Harwell
Gary Potter
George Bell

City of Baker
Proposed SOS Project

Powder River (Broadway St.) Br. Section
Structure
$111,000

Construct a reinforced concrete bridge approximately 61 feet long with a 36' roadway with 4.5' sidewalks on each side. City will do all the approach work. No additional R/W utilities on the bridge.

Engineering by State.



PROPOSED OFF-SYSTEM PROJECT

BAKER
N
RAILROAD
CAMPBELL
MADISON
BAKER
CHURCH
BROADWAY
COURT
AUBURN
PLACE
ESTES
CARTER
GRACE
VALLEY
WASHINGTON
JACKSON AVE
GRANDVIEW
CEMETERY
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
CHURCHILL SCHOOL
SOUTH BAKER SCH
RANGER STA
COUNTY SHOPS
HOSPITAL
COUNTY FAIRGROUNDS
GEORGIA
GROVE
CLARK
EAST
ELM
RESORT
WALNUT
MAIN
POWDER
30
86
7
FAS 501
FAP 1
MP 51.78 HWY 66
MP 0.00 HWY 12
MP 44.24
EDGEWATER AVE
MYRTLE
KATHRYN LN
CLIFF
INDIANA
OHIO AVE
PENNSYLVANIA AVE
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER
CANAL
COLORADO
COLORADO PL
FOOTHILL DR
UNITY HWY
BAKER
DEWEY
GOLF COURSE
Kolb Res
Settlers
Slough
STATE POLICE
O S HWY SHOPS
LA GRANDE BAKER HWY NO 66
MATCH TO SHEET 4
Sutton Cr

/ 7221

11-2-77

LOCATION NARRATIVE REPORT

Subject: Powder River (Broadway St.) Bridge
City Street
Baker County

Work to be done: Bridge Replacement

The proposed project is the replacement of an existing narrow steel pony truss, with a prestressed concrete structure, over the Powder River.

Existing Structure: The existing bridge is a light weight steel pony truss, 61' span, with a 16' travel way and 2 - 5' sidewalks. The structure is supported on concrete abutments - probably founded in gravels on footings.

Proposed Structure: The proposed structure is a 61' prestressed slan span with 4 - 5' sidewalks on both sides - it probably will be supported on steel piling encased in a concrete webwall.

"P" line & "L" line are the center of the street as established by using the City's monuments at Resort and Grove Streets.

The structure will have a 36' roadway with a sidewalk on both sides.

Foundation: Existing - we're uncertain of the existing structure's foundation. We've assumed it to be only concrete abutments on footings - there are apparent settlement cracks through the abutment walls. For this reason and the extensive work required to extend the existing abutment both upstream and downstream to accommodate a wider structure - we've not attempted to use any of the existing abutment - they will be removed.

Proposed - based on the foundation exploration data we've assumed the use of steel piling - pouring a concrete webwall 3' below the channel bottom.

Scour: Scour does not seem to be a particular problem on the old structure. There is a slight indication of possible settlement cracking of the abutments. However the hand placed rubble masonry walls lining the river channel were placed in the 30's by WPA and appear to be in reasonably sound condition after almost 50 years. If riprap is suggested by the Hydraulics Unit - we'd recommend only a toe trench excavation in front of the webwall - backfilled with riprap to the bottom of the channel.

Erosion: The stream banks are well protected with hand placed rubble masonry - which has been in place almost 50 years.

Drift: The drainage area is mostly sagebrush and bunchgrass - and does not pose any drift problems.

Icefloes: Icefloes do occur in this river and can be a problem. The underside of the existing structure appears to have had ice caught in the x-bracing between the floor beams. For this reason the City requests a clear span with the least reduction in vertical clearance under the structure. Our proposal using the City of Baker's finish grade line - lowers the structure approximately one foot. Having a smoother surface on the underside of the bridge should help to alleviate the ice jamming problem.

Structure Waterway:	The existing structure waterway appears to be adequate for most highwater. There have been some floods - (1956?) when the stream overflowed the banks and inundated several blocks of residences, etc. We're reluctant to raise the finish grade over that proposed by the City - since the bridge is all ready higher than the street.
Highwater:	No definite highwater elevation has been established. City officials told us that the stream has overflowed the banks during periods of high run-off probably on a 50 year frequency.
Drainage Area:	Refer to the following quadrangle sheets - Baker, Oregon; Pine, Oregon; and Sumpter, Oregon.
Channel Work:	No channel work other than structural excavation for the new abutments will be necessary. We do recommend cleaning out the silt deposits under the existing structure and provide the greatest channel opening possible.
Horizontal Alignment:	All centerlines are the same line - "P", "L", and street centerline.
Vertical Alignment:	To stay substantially with the City's overall plan for Broadway Street we plan to use their proposed finish grade on centerline. There is all ready a hump in the finish grade over the structure.
Skew:	The proposed structure skew angle is 20 degrees - as measured from a line normal to the structure centerline to the proposed bent centerline.
Roadway Crown:	The normal street crown is 02'/'. It may be necessary to reduce this crown on the structure inorder to maintain the greatest possible vertical clearance under the structure. On our proposal we've used something less than 02'/' - approximately 0125'/'. Since the structure gradeline will require a transition from the normal street - all we really need to be concerned with is drainage on the structure.
Grading Work:	All street work - connections to the new structure, curbs, sidewalks to the structure, and paving will be completed by the City of Baker.
Structure Upstream:	The structure upstream is on Washington Street. A steel I-beam structure with steel decking. The elevation of the bottom of the beams is 3436.80. Approximate bridge opening is 291 sq. ft.
Structure Downstream:	The structure downstream is on Madison Street. A steel I-beam structure with steel decking. The elevation of the bottom of the beams is 3434.30 and the approximate bridge opening is 260 sq. ft.
Utilities:	C P National maintains a power line along the northside of the street. There appears to be no conflict with this utility. Pacifc Northwest Bell maintains telephone service along the southside of the street. There is one pole in conflict with the structure and its adjustment will be taken careof through the City.

Utilities Cont:	Cablevision maintains service in the area - generally contacting telephone poles. They will have to adjust their facility along with the telephone co. Cascade Natural Gas maintains gas service in the area but currently does not cross the river on the structure. We've found no conflict with the gas service. City of Baker maintains an 8" waterline along the northerly side of the street. This waterline currently is buried below the river channel and the City plans to leave it there. The contractor will have to locate this line with the help of the City of Baker and protect it during pile driving operations. We've anticipated that the line may be in conflict with the concrete webwall around the piling. We propose to leave a 24" diameter blockout through the webwall for the waterline. We will not be certain until the line is uncovered if in fact we have a conflict - the blockout is an anticipated item that the contractor should be aware of. City of Baker maintains stormsewers in the area. There is a conflict on the southside of the structure where the present stormsewer outlets into the river. The City of Baker will adjust these stormsewer outlets.
Structure Utility Contacts:	Pacific Northwest Bell plans to place a 4" duct on the south side of the new structure. We have proposed an overhang of the poured in place sidewalk - the ideal place to install the necessary inserts is on the underside of the sidewalk above the bottom of the slabs - inorder to keep it up out of the icefloes, etc. 3/4" inserts on a 10' spacing should be adequate. Plan on 6" diameter utility holes through the endwall where necessary. Cascade Natural Gas plans to contact the new structure on the northside with a 2" line. Again we'd suggest placing the necessary inserts on the underside of the sidewalk overhang above the bottom of the slabs - inorder to eliminate conflict with icefloes, etc. 3/4" inserts on a 10' spacing should be adequate. Plan on a minimum 4" diameter utility holes through the end walls where necessary.
Existing Structure:	The City wants the old structure to be salvaged. Only the structural steel need be salvaged and trusses and floor beams may be salvaged as a unit. The City will be available to haul the salvaged structure off the site when the contractor removes it. Since the structure is of riveted construction - we'd prefer that it be removed as a unit.
Detour:	No detour will be necessary. The City of Baker will close the street to thru traffic and the contractor will be responsible for closing the street at the bridge site.
Minorities:	No minorities have been identified within the limits of the location survey. There is no alternate route and no residents are being displaced.
R/W:	The structure can be built within the existing R/W. There is a minor conflict on the northeast corner of the project with access to the property along the river. The City is attempting to acquire an easement or a small section of R/W for a driveway which will be constructed by the City when they complete the grading work.

Game Commission: This project has not been discussed with the Game Commission since it is uncertain as to if and when this project will ever be built. I don't anticipate any problems as long as we follow the normal precautions. The excavation for the bents must be isolated from the free flowing stream by berms, cofferdams or cribs. Dewater from the excavations will be a slight problem. Settling basins to remove the silt from the dewater will be necessary. Fresh concrete or other stream contamination will not be allowed in the free flowing stream.

Date of Award: We are not ready to schedule the letting of this contract - until monies are available. Preferably we should try to schedule it sometime after the spring run-off and during a season when the necessary paving can be completed.

Contract Time: I'm in favor of a short contract time limit - where the contractor will be required to have all materials available before beginning work and must complete it promptly once started. If there is a genuine reason for the temporary suspension of the work it can be handled in the field.

Temporary Protection & Direct: Temporary protection and direction of traffic will be of no consequence on this project. The City of Baker will close the street to thru traffic and the contractor will be responsible only for closing the road at the structure site.

Cost Estimate: Our cost estimate has been discussed with the Bridge Section and our Cost Analysist in Salem.

Work to be done by the City: The City will close the street to thru traffic; complete all grading work up to the structure including curbs, sidewalks, stormsewer adjustment, and paving. We'd suggest that the paving of the structure be set up as an anticipated item and a State Force Order be written allowing the City to pave the complete project at one time - inlieu of placing three short sections of pavement.

Joseph A. Schlieski

Joseph A. Schlieski
Resident Engineer
11-8-79

POSSIBLE SOURCES OF INFORMATION

Duane West	Ore. State Game Commission Fish Biologist La Grande, Oregon	Phone: 963-2138
Virgle Briton	Cascade Natural Gas Baker, Oregon	Phone: 523-5818
Jim Adamson	Director of Public Works City Hall Baker, Oregon	Phone: 523-4437
Peggy Gianelle	Pacific Northwest Bell Pendleton, Oregon	Phone: 276-5050

9221

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 20, 1978

Mr. George O. Hiatt, City Manager
City Hall
Baker, Oregon 97814

Dear George:

Re: Final Project Assessment, Powder River (Broadway Ave.) Br. Sec.
SOS-R Project

Under the terms of the project application the City shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/vmt
Attach.
cc: Gerald Wimer
J.A. Schlieski

H

M

Reynoldson

Form 81-734-3122

7221

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 9, 1978
13

FROM: R. C. Lang
Region 5 Federal Aid Engineer

SUBJECT: Proposed SOS Project
Powder River (Broadway) Br.
City of Baker
Baker County

TO: Gerald Wimer, Manager
Local Government Section

SALEM

Attached is Project Request and copy of letter received from City of Baker concerning the above project. This project was originally applied for on October 28, 1976, but was returned to the City because funding was exhausted.

The anticipated costs have been reviewed and appear to be in order. The one possible exception is preliminary engineering. The City has considerable survey data available and by utilizing standard drawing concept of design with bolt-on rails, the design costs could be held to a minimum. An Authority for Survey showing anticipated field costs is also enclosed.

The draft project assessment has been given to Region Environmentalist Jim Kennedy for review. Upon completion, it will be forwarded to the Environmental Section.

Please advise if additional information is necessary to process the application.

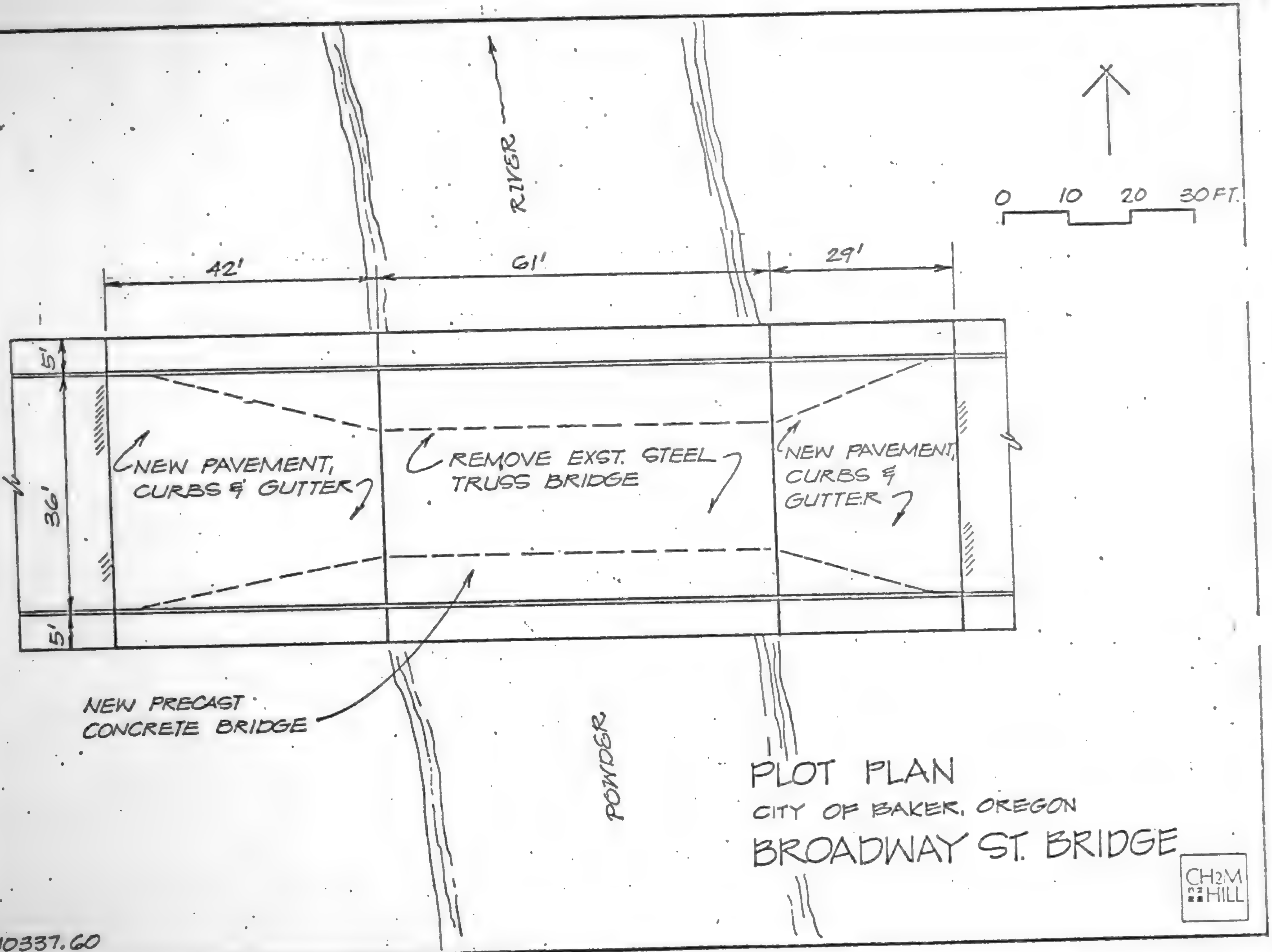
ROGER LANG:
Baker County's application will be logged in and held until June 30 at which time all applications will be prioritized to determine eligibility for the '79 SOS Program
1-13-78

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JAN 10 1978
M
TAA Zehner File: PM FA LG OP

RCL:sh
Attachments

cc George Hiatt
Harold Brainerd
J. A. Schlieski
Region 5 R/W

16


RIVER
0 10 20 30 FT.
42'
61'
29'
5'
36'
5'
NEW PAVEMENT, CURBS & GUTTER
REMOVE EXST. STEEL TRUSS BRIDGE
NEW PAVEMENT, CURBS & GUTTER
NEW PRECAST CONCRETE BRIDGE
POWDER

PLOT PLAN
CITY OF BAKER, OREGON
BROADWAY ST. BRIDGE

CH2M HILL

B 10337.60

PR·B0.001 13

Form 81-[illegible]

9221

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Powder River (Broadway St.) Bridge

Highway City Street, City of Baker

County Baker

Date January 9, 1978

Authorization No. 1

Survey Prefix SEE BELOW
(Assigned by Salem office)

Description of termini, route, length, etc.:

Powder River crossing of Broadway Street

S0S-0103(1)
1-8-79

N

Purpose of survey:

Perform necessary engineering to prepare plans, specifications, and cost estimates.

Bridge Design State Funds
Structure Design (906) 4,000

Prefix 301-1458

Federal Aid Participation

Prefix 301-1959

Estimate of cost:

Field	(901)	2,000
Plans	(905)	500
Utility	(914)	200
Hydraulics	(918)	500
Specifications	(921)	500
Found. Expl.	(926)	1,000 Total FA$4,700

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $

Previous authorization . . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:
RC Lang
Region 5 Federal Aid Engineer ~~XXXXXXXXX~~

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

N
M

Form 81-734-3930

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Powder River (Broadway St.) Bridge

Date January 9, 1978

Highway City Street, City of Baker

Authorization No. 1

County Baker

Survey Prefix ....
(Assigned by Salem office)

Description of termini, route, length, etc.:

Powder River crossing of Broadway Street

Purpose of survey:

Perform necessary engineering to prepare plans, specifications, and cost estimates.

Estimate of cost:

Field 901	$2,000
Foundation	1,000
Bridge Design	4,000
Plans, Specifications	500

To Co[illegible]
[illegible]

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $..................

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

Requests made by:

R C Lang

Region 5 Federal Aid Engineer ~~XXXXXXXXX~~

Recommended for Approval:

Regional Engineer

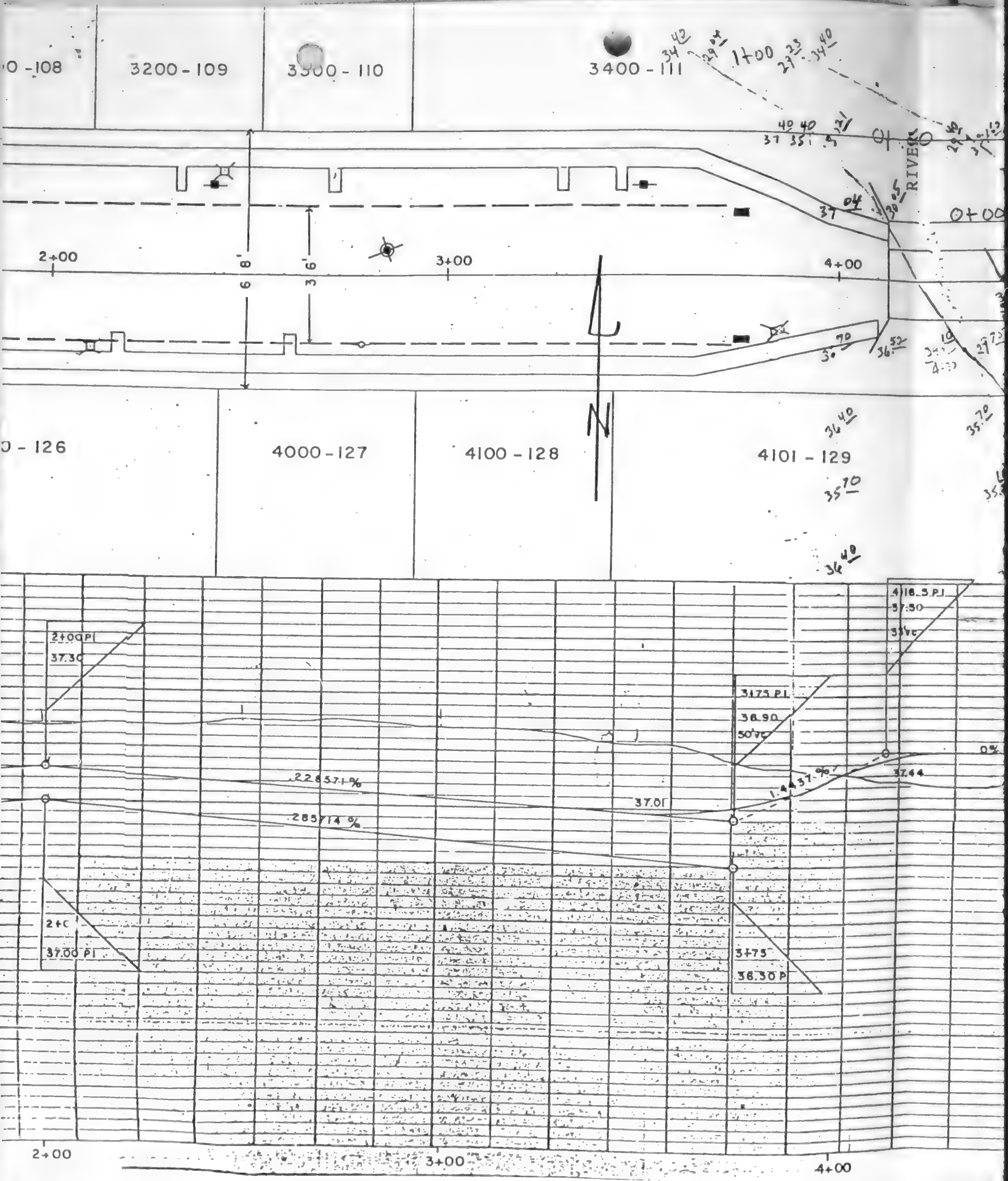
Recommended for Approval:

....
Location Engineer

Approved:

....
Assistant State Highway Engineer

SP*19760-734


0 -108
3200-109
3300-110
3400-111
1+00
RIVER
0+00
2+00
3+00
4+00
6' 8"
3' 6"
0 - 126
4000-127
4100-128
4101-129
34 40
35 70
36 40
35 70
2+00 PI
37.30
2+0
37.00 PI
.228571 %
.285714 %
3+75 PI
38.90
50' VC
37.01
3+75
38.30 P
1.4437 %
4+18.5 PI
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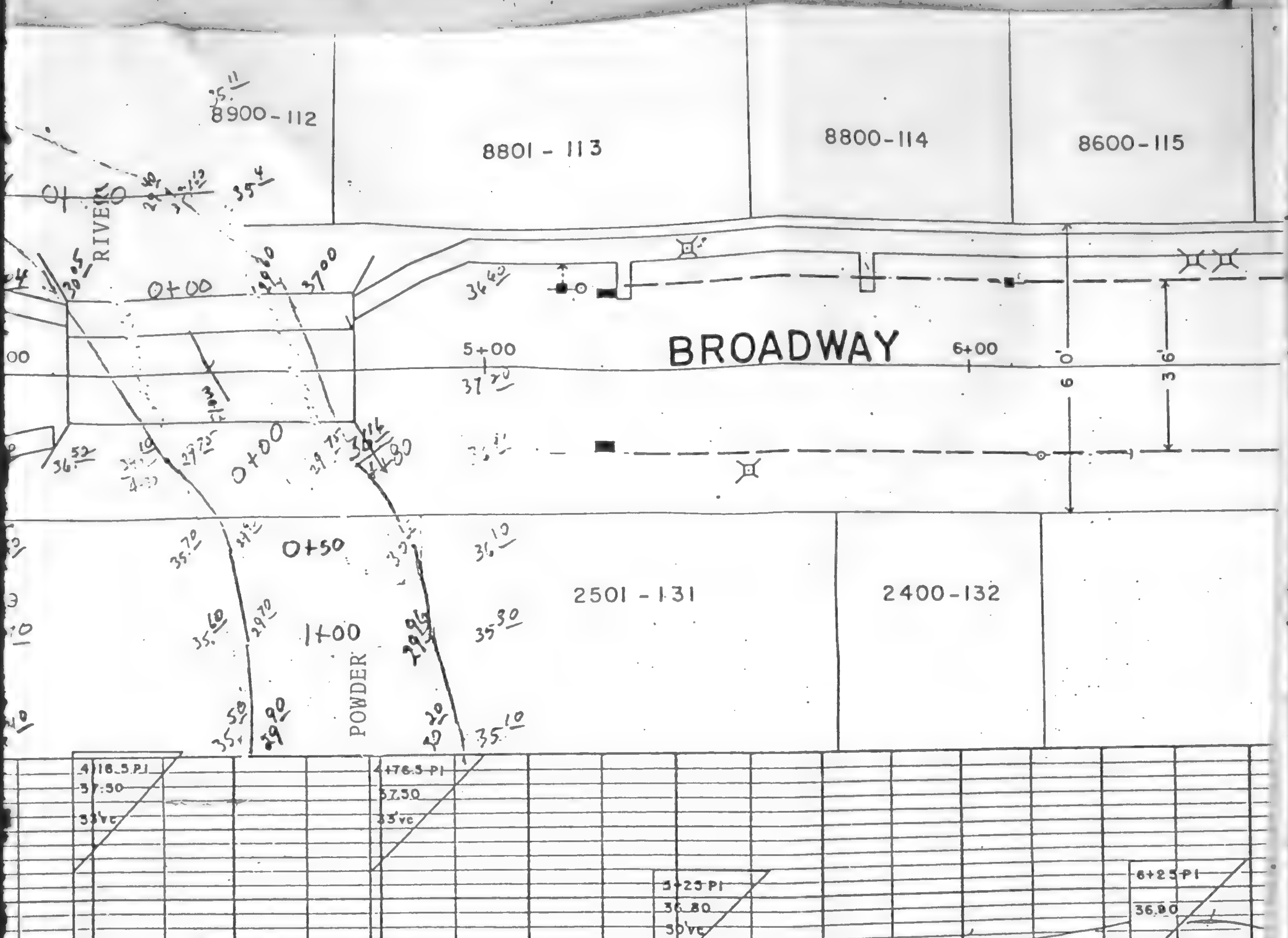
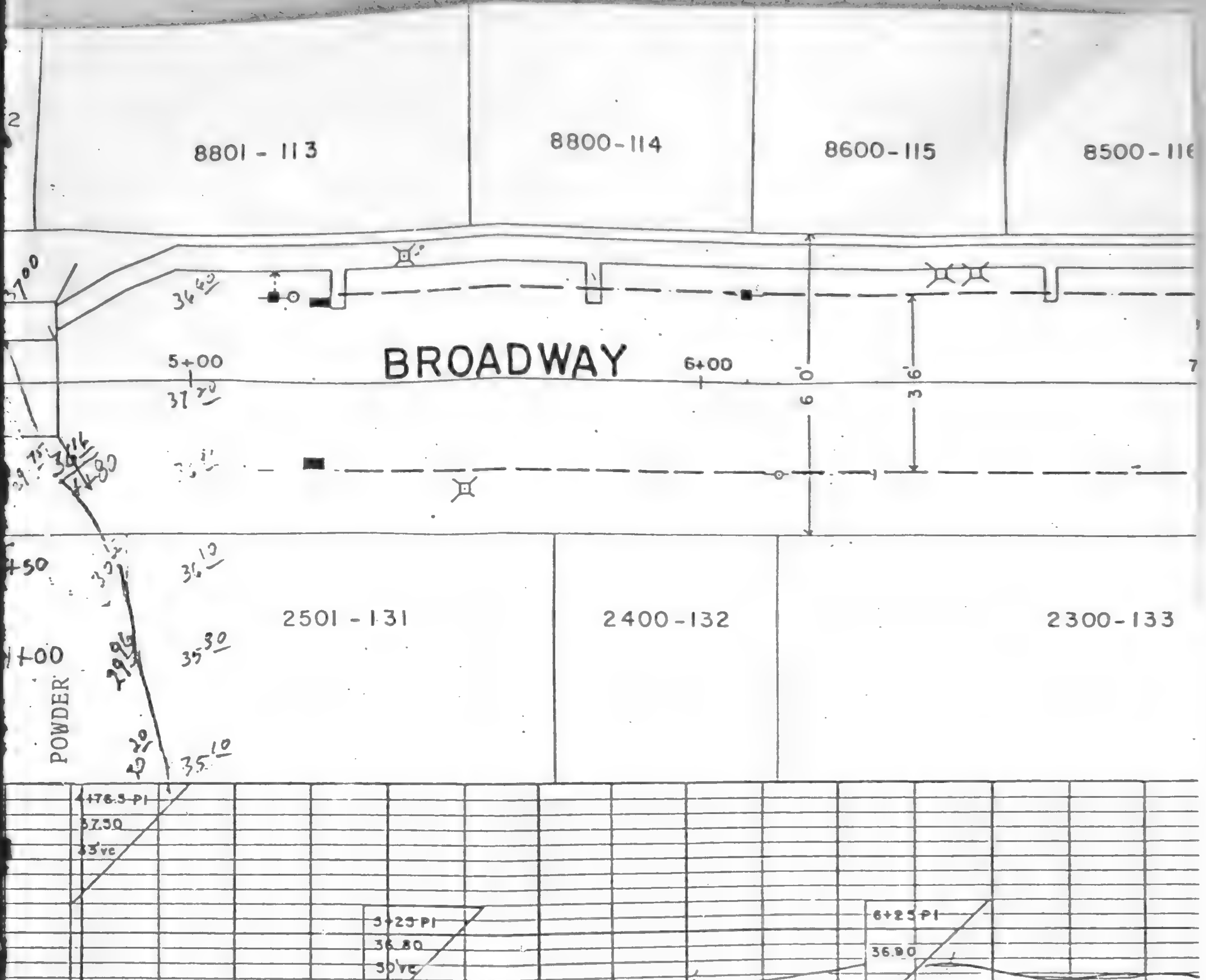
37.44
0%
2+00
3+00
4+00


8900-112
8801 - 113
8800-114
8600-115
RIVER
0+00
BROADWAY
5+00
6+00
0+00
0+50
1+00
POWDER
2501 - 131
2400 - 132
60'
36'
4+18.5 PI
37.50
35' VC
4+76.5 PI
37.50
35' VC
5+25 PI
36.80
30' VC
6+25 PI
36.90
37.44
0%
37.44
1.2482 %
36.90
.100%
.30%
5+25
36.35 PI
6+25
36.65 PI
5+00
6+00


8801 - 113
8800-114
8600-115
8500-116
BROADWAY
5+00
6+00
6.0'
3.6'
37.00
36.40
37.70
4+80
4+50
36.10
4+00
35.30
35.10
POWDER
2501 - 131
2400-132
2300-133
4+78.5 PI
37.50
35 VC
5+25 PI
36.80
50 VC
6+25 PI
36.90
37.44
1.4482 %
36.90
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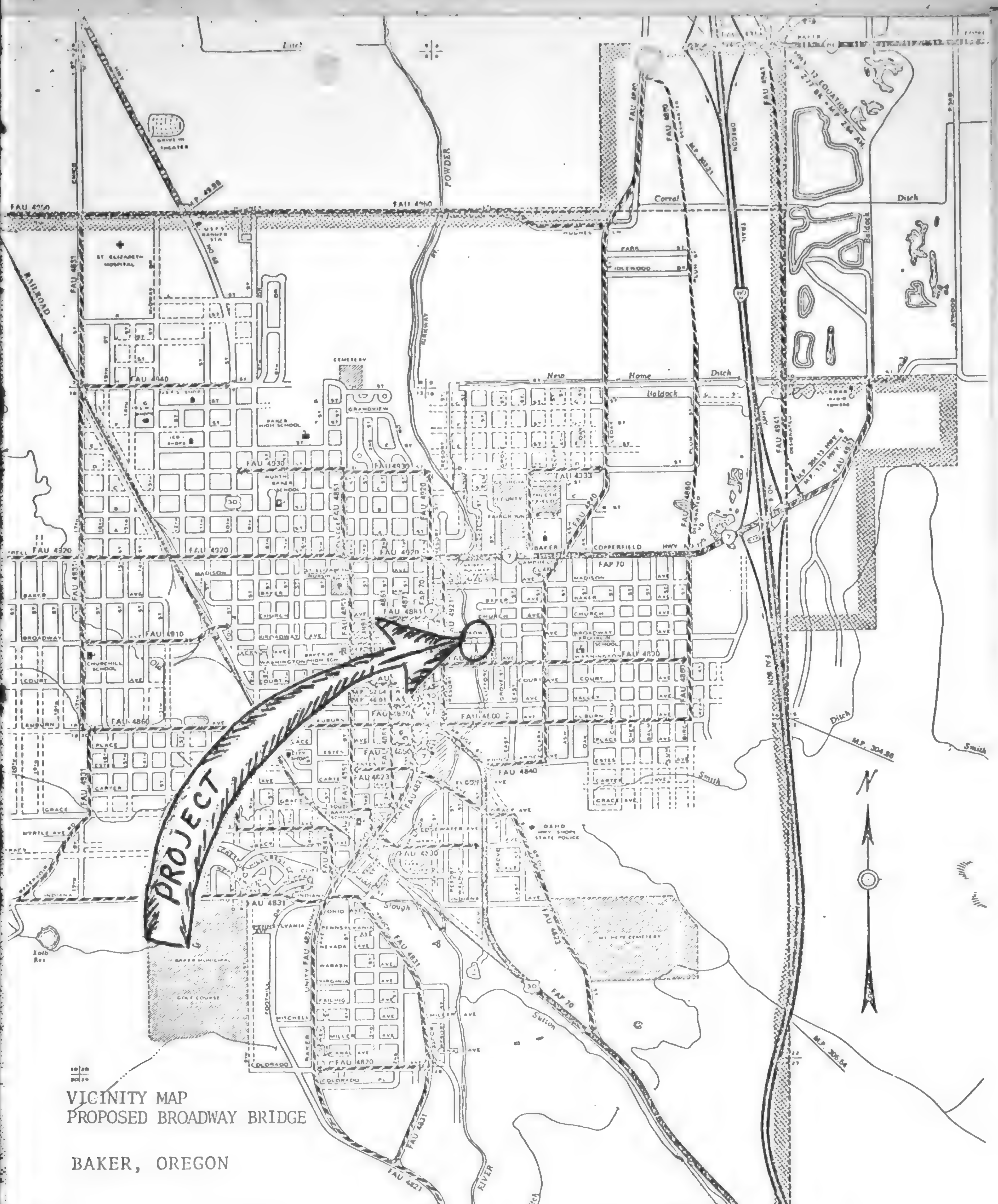
36.35 PI
6+25
36.65 PI
5+00
6+00
7


PROJECT
N
FAU 4960
FAU 4940
FAU 4930
FAU 4920
FAU 4910
FAU 4860
FAU 4840
FAU 4831
FAU 4820
FAP 70
BROADWAY
MADISON
BAKER
CHURCH
COURT
AUBURN
PLACE
CARTER
GRACE
BAKER HIGH SCHOOL
ST ELIZABETH HOSPITAL
CHURCHILL SCHOOL
CEMETERY
Corral Ditch
New Home Ditch
Smith Ditch
POWDER RIVER
GOLF COURSE
MT HOPE CEMETERY
STATE POLICE
M.P. 304.88
M.P. 305.54
M.P. 306.23

VICINITY MAP
PROPOSED BROADWAY BRIDGE

BAKER, OREGON

9221

FEDERAL AID PROJECT REQUEST

SOS-0103( )

Date January 5, 1978

Applicant Agency City of Baker

Request for: Off-System X , FAS-C , FAUS Project

Federal Aid Route No. Route Name

Project Name Powder River (Broadway Street) Bridge Section

Project Length Project Location (Attach sketch map)

Project Description Demolish and remove existing narrow bridge over the Powder River on Broadway Street in Baker, Oregon and replace with a 36 foot wide concrete with pedestrian walks on both side of bridge.

Average Daily Traffic 350 est. Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 16 feet Travel Lanes 1 Shoulders
Medians Parking
Sidewalks
Remarks The streets on each side of bridge are paved 36 feet wide curb to curb

2. Desired Roadway Cross Section: (Attach sketch)

Width 36 Travel Lanes 2 Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Remarks 4.5 feet pedestrian walks on each side of bridge

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Minimum 60 on East Maximum 80

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes No NO

3. Will additional right-of-way be needed? Yes No NO
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? N/A

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Street is lighted at intersections with 250 mercury vapor luminaries

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Broadway Avenue across Powder River

Type Steel Truss Bridge

Approach Roadway Width 36 feet Shoulder Width N/A

Length 61 feet Width 16 feet plus 5 foot pedestrian walk

To remain in place? No

2. Proposed Structure:

Location Broadway Avenue across Powder River

Approximate Size: Length 61 Width 36 feet curb to curb, Plus 4.5' foot sidewalks on each side.

Are sidewalk/bikeways desired: Yes

Are any utilities to be attached to structure? Yes, the gas company has a 2" main. The telephone company needs two four inch ducts.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Request functional design at least cost

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

   Name of Railroad N/A

   Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Manager Office
2.	Environmental	City Manager Office
3.	Public Hearing	City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant____ State X Consultant____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: City will perform necessary street and sidewalk connecting to the structure.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ -0-
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	105,408
Railroad	-0-
Other________	-0-
Preliminary engineering	5,270
PROJECT TOTAL	$ 110,678

Remarks City will pay 100% of cost over $75,000

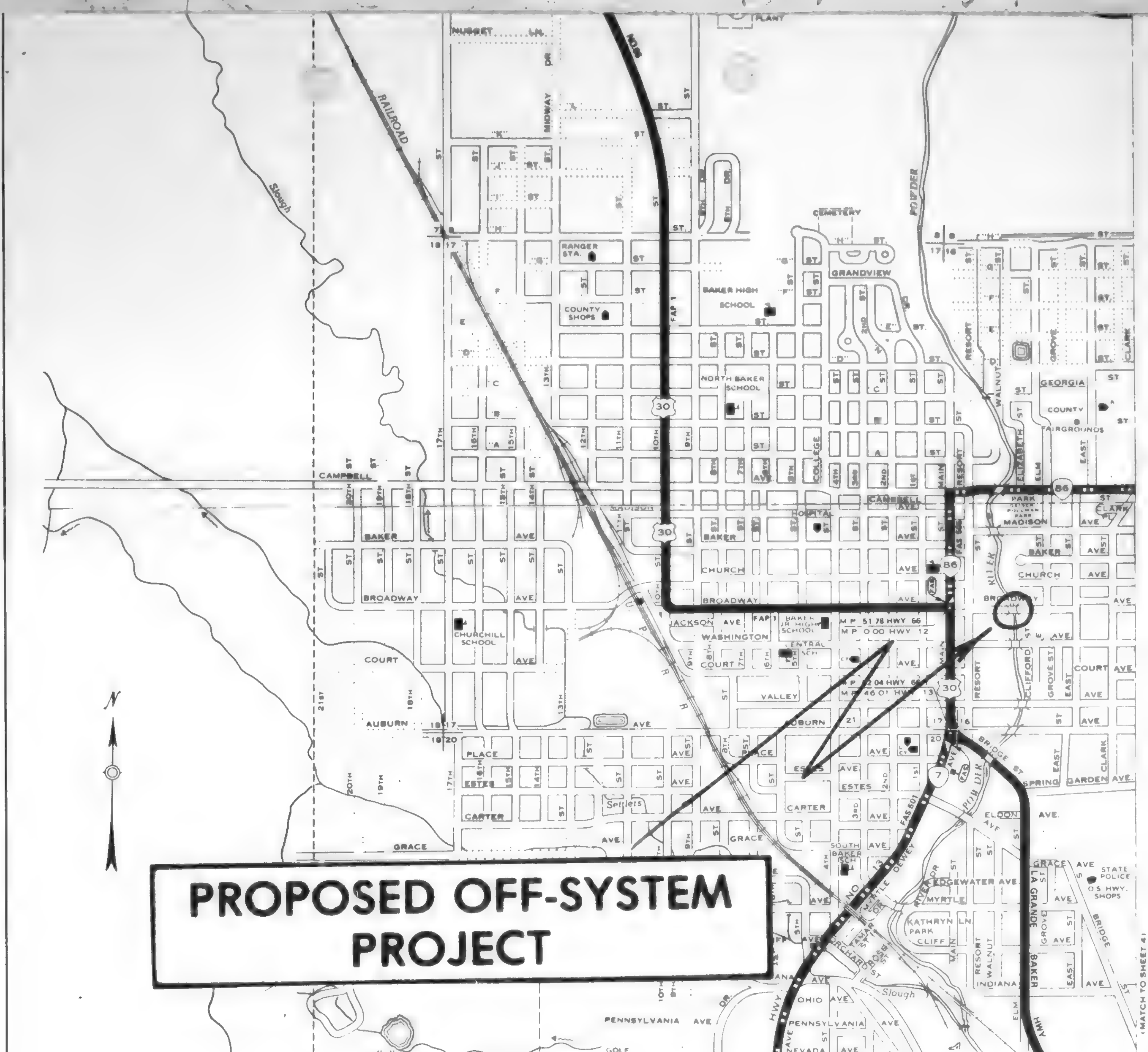
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF BAKER and/or ________ COUNTY

By George Hart By________

By City Manager By________

By________


PROPOSED OFF-SYSTEM PROJECT

N
RAILROAD
Slough
CEMETERY
GRANDVIEW
RANGER STA.
BAKER HIGH SCHOOL
COUNTY SHOPS
NORTH BAKER SCHOOL
COUNTY FAIRGROUNDS
GEORGIA
CAMPBELL
BAKER
HOSPITAL
CHURCH
BROADWAY
CHURCHILL SCHOOL
JACKSON
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
SPRING GARDEN AVE
ELDON AVE
EDGEWATER AVE
MYRTLE
KATHRYN LN
CLIFF
INDIANA
STATE POLICE O.S. HWY. SHOPS
M.P. 51.78 HWY 66
M.P. 0.00 HWY 12
M.P. 2.04 HWY 66
M.P. 46.01 HWY 7
MAIN
RESORT
POWDER RIVER
30
86
7
FAP 1
FAS 501
SOUTH BAKER SCH
PENNSYLVANIA AVE
OHIO AVE
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
MILLER AVE
CANAL AVE
COLORADO
GOLF COURSE
Kolb Res
FOOTHILL
BAKER UNITY HWY
LA GRANDE BAKER HWY NO 66
MATCH TO SHEET 41
M.P. 44.24

BAKER

BAKER COUNTY, OREGON

Form E-39 (Rev. 9-71) 9221

Resubmitted & retyped 1-9-78

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Powder River (Broadway St.) Bridge

Highway City Street, City of Baker

County Baker

Date November 3, 1976, 19

Authorization No. 1

Survey Prefix (Assigned by Salem office)

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Description of termini, route, length, etc.:

Powder River crossing of Broadway Street.

Purpose of survey:

Perform necessary engineering to prepare plans specifications and cost estimates.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
R C Lang F.A. ~~Field~~ Engineer

Recommended for Approval:
Ralph Allen Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

1980 Thornton Lake Br. Sec., 9222
N. Albany Rd. N. of Albany
(grad, pav, & str.)

C&A 7006 7-30-79
C&A 6762 3-9-79
C&A 10,452 7-31-79

PE # 1070 AD 536 11/21/78

Still waiting [illegible] [illegible] agreement 7/10/79 No money [illegible]
Told [illegible] [illegible]

[illegible] [illegible] Engineering Combined (both PE & Govt)

[illegible] 20,9

1287

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE 8/25/83	YOUR ORDER NUMBER	INVOICE NUMBER 137536
		BILLING REQ. NUMBER CA 1872

CODE BENTØNC

Benton County
Courthouse
Corvallis, OR 97330

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			$271.26
502-1001	296	00	000		271.26
502-1001	297	00	000		(271.26)

DESCRIPTION	TOTAL PRICE
Final Settlement on RS-A516 (11 FRSA516(2) Thornton Lake Bridge	
Total Project Cost	$192,707.74
Less: Federal Funds	(169,711.41)
Less: Advance Deposit	(11,320.00)
Less: State Share of Project	(11,405.07)
AMOUNT DUE	$ 271.26

Final Billing
A/C 110.00

[illegible]
MANAGER ________ PROJECT UNIT ________
[illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT ________

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Harold Reynoldson PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR Diane Galida PH: 378-5035 PREPARER OF INVOICE

734-1150 (7-81)

1-32

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 1, 1983

COUNTY: Benton AGREEMENT NO: 7006 PROJECT NO: RS-A516(2)

CONTRACT NO: 9222 SECTION: Thornton Lake Bridge

P.E.	Consultant	(Federal Part.)	$ 6,780.00
	State		5,466.68
			$ 12,246.68
	State	(Non Part.)	14.41

Federal Funds Collected for P.E. $10,799.12

Construction:

Payment to Contractor		(Federal Part.)	$ 159,983.79
Engineering	Benton County		1,743.87
	Consultant		12,500.00
	State		5,420.05
Less Liquidated Damages			- 300.00
Audit			927.15
			$ 180,274.86

Interest on Final Payment	(Non Part.)	$ 79.57
Construction Engineering		92.22
		$ 171.79

Federal Funds Collected fo Construction $158,912.29

County's Share of Costs

1/2($12,246.68-$10,799.12+$180,274.86-$158,912.29)+$14.41+$171.79 = $11,591.26

✓

Ref. - CC 83-15

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Thornton Lake Bridge North Albany Road Benton County					
	Construction Type Code X080 Structure, Bridge No. 14570A Sta. 2+83.33 To Sta. 3+2.67)					
	Final Contract Payment Summary	Lump	Sum		$159,983.79	
	Construction Engineering					
	Benton County	All	Required		1,743.87	
	Kraus & Dalke	All	Required		12,500.00	
	State	All	Required		5,420.05	
	Liquidated Damages	All	Required		(300.00)	
	Total Participating Construction Engineering				$ 19,363.92	
	Misc. Project Expense					
	Audit Expense	All	Required		927.15	
	Total Participating Project Cost				$180,274.86	
	Nonparticipating Project Cost					
	Interest on Final Payments	All	Required		79.57	
	Construction Engineering	All	Required		92.22	
	Total Nonparticipating Project Cost				$ 171.79	
	Total Project Cost				$180,446.65	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/2/83.					
	AMOUNT CARRIED FORWARD					

502-1001

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 10/29/80
TO 2/4/83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
RS-A516(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$180,446.65	$180,274.86	88.15%	$158,912.29	$158,912.29	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
5/24/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due. PROJECT UNIT

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20
(Rev. 5-78)

502-1952

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

PROGRAM APPROVED Oregon

FEDERAL AID PROJECT NO. RS-A516(1)

VOUCHER PERIOD RS-A516(1)
From: 11/7/78 To: 10/28/80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$12,246.68	$12,246.68	88.18%	$10,799.12	$10,799.12	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		1/14/82

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Thornton Lake (N. Albany Rd.) Bridge Section					
	County Road in Benton County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$5,466.68	
	Kraus & Dalke Consulting Engineering	All Required			6,780.00	
	Total Preliminary Engineering Participating				$12,246.68	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/21/82.					
	AMOUNT CARRIED FORWARD					

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                                                                              FEBRUARY 1982        PAGE  668
TOTAL TO DATE JOB COST SUMMARY
                                                                                 FISCAL             GRAND TOTAL
                                                                              YEAR TO DATE            TO DATE
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION    GR  CURRENT MONTH
                                  437  1908     598       00 N 9   59,210.99CR   102,693.07CR       102,693.07CR
                                  437  1908     903       00 P 1                  57,668.06         101,150.14
                                  437  1908     903       00 P 2                  75,927.00          75,927.00
                                                TOT          P1                   57,668.06         101,150.14
                                                TOT          P2                   75,927.00          75,927.00
                                                TOT          N1                   30,901.99CR        74,384.07CR
                                                TOT          N9    59,210.99CR   102,693.07CR       102,693.07CR
                                            ** JOB TOTALS **       59,210.99CR**              **                 **

                                                                                                              STATE
  EMPLOYEE DEVELOPMENT            CONT NO     FA PROJ NOS F   T82001 100 RS  T82001
                                  437  1909     598       00 N 9                  11,633.70CR        11,633.70CR
                                  437  1909     903       00 P 1    2,547.41      14,181.11          14,181.11
                                                TOT          P1     2,547.41      14,181.11          14,181.11
                                                TOT          N9                   11,633.70CR        11,633.70CR
                                            ** JOB TOTALS **        2,547.41  **   2,547.41  **       2,547.41  **

                                                                                                              STATE
  UPRR XNG @ VANDECAR RD          CONT NO     FA PROJ NOS RRP 511001 100
                                  501  1962     296       00 N 9                     14.18CR            527.22CR
                                  501  1962     298       00 N 9                     14.18              527.22
                                  501  1962     901       00 P 1                                        479.72
                                  501  1962     905       00 P 1                                         49.50
                                  501  1962     914       00 P 1                                         41.64
                                  501  1962     920       00 P 1                                         14.94
                                                TOT          P1                                         585.80
                                            ** JOB TOTALS **                  **               **       585.80  **

                                                                                                              STATE
  THORNTON LK BR                  CONT NO   * FA PROJ NOS RS  516001 100
                                  502  1952     296       00 N 9                    266.91CR         11,619.12CR
                                  502  1952     297       00 N 9                                        820.00
                                  502  1952     298       00 N 9                    266.91           10,799.12
                                  502  1952     901       00 P 1                                        434.67
                                  502  1952     901       00 N 1                     14.41               14.41
                                  502  1952     904       00 P 1                                      1,780.00
                                  502  1952     905       00 P 1                                        283.06
                                  502  1952     906       00 P 1                                          5.10
                                  502  1952     910       00 P 1                                        866.72
                                  502  1952     911       00 P 1                                        110.94
                                  502  1952     914       00 P 1                                        271.78
                                  502  1952     920       00 P 1                                        247.11
                                  502  1952     921       00 P 1                     32.92CR            982.75
                                  502  1952     922       00 P 1                                         42.58
                                  502  1952     923       00 P 1                                        545.52
                                  502  1952     926       00 P 1                                      1,320.36
                                  502  1952     927       00 P 1                                        356.09
                                                TOT          P1                      32.92CR         12,246.68
                                                TOT          N1                      14.41               14.41
                                            ** JOB TOTALS **                  **     18.51CR**       12,261.09  **
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                     JUNE 1983        PAGE  381
                                                                               FISCAL          GRAND TOTAL      ACTIVE YRS
   DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE        TO DATE        BEG    END
                                               TOT     P1                      2,273.85        271,584.22
                                               TOT     N1                                          203.45
                                             ** JOB TOTALS **             **   2,273.85  **    271,787.67  **

 UPRR XING VANDECAN RD SEC    CONT NO       FA PROJ NOS RRP A511001 100                                     STATE
                                 501   1012    296    00 N 9       19.87CR        19.87CR          19.87CR   83     83
                                 501   1012    298    00 N 9       19.87          19.87            19.87     83     83
                                 501   1012    915    00 P 1       23.06          23.06            23.06     83     83
                                 501   1012    920    00 P 1       18.15          40.23            40.23     83     83
                                               TOT     P1          41.21          63.29            63.29
                                             ** JOB TOTALS **      41.21  **      63.29  **        63.29  **

 DAVENPORT RD-POWDER RIVER    CONT NO       FA PROJ NOS RS  A516002 100                                     STATE
                                 501   1014    900    00 P 1      243.29         243.29           243.29     83     83
                                               TOT     P1         243.29         243.29           243.29
                                             ** JOB TOTALS **     243.29  **     243.29  **       243.29  **

 THORNTON LAKE BR             CONT NO 9222 * FA PROJ NOS RS  A516002 100                                    STATE
                                 502   1001    201    00 P 1  Payment to Contractor            159,983.79     81     81
                                 502   1001    203    00 P 1  Liquidated Damages                  300.00CR   81     81
                                 502   1001    206    00 N 1  Interest paid to Contractor          79.57     81     81
                                 502   1001    296    00 N 9                      35.62        158,912.29CR   81     83
                                 502   1001    298    00 N 9                      35.62CR      158,912.29     81     83
                                 502   1001    900    00 P 1  Eng.                                784.60     80     82
                                 502   1001    900    00 N 1                                       11.47     81     81
                                 502   1001    903    00 P 1  Local Agency                      1,743.27     81     82
                                 502   1001    904    00 P 1  Consultant                       12,500.00     81     81
                                 502   1001    915    00 P 1  Audit                               927.15     81     82
                                 502   1001    920    00 P 1  Program & Planning                   47.44     81     82
                                 502   1001    940    00 P 1  Salem testing                     2,011.38     81     82
                                 502   1001    941    00 P 1  Portland lab testing                  9.61     81     81
                                 502   1001    942    00 P 1  Eugene lab                        1,266.94     81     81
                                 502   1001    942    00 N 1                                       80.75     81     82
                                 502   1001    944    00 P 1  Tech Services                       111.96     81     82
                                 502   1001    945    00 P 1  Const. Div.         15.67           972.96     81     83
                                 502   1001    946    00 P 1  Region Eng Off                      128.15     81     81
                                 502   1001    948    00 P 1  Gen Eng              7.72            87.01     81     82
                                               TOT     P1                         23.39        180,274.86
                                               TOT     N1                                          171.79
                                             ** JOB TOTALS **             **      23.39  **    180,446.65  **

 BENTON CO PAVEMENT MARK 2    CONT NO 9341 = FA PROJ NOS PMS D00S101 100                                    STATE
                                 502   1002    201    00 P 1                   2,851.80         55,038.65     82     82
                                 502   1002    204    00 P 1                   2,609.34                       82     82
                                 502   1002    206    00 N 1                      24.20             24.20     82     32
```

9222

STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 4-127		County Benton
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-A516(2)
MODIFICATION NUMBER ~~2~~ 1	April 14, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 177,527.00	$ 181,699.00
Federal funds	$ 156,489.00	$ 160,167.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 9, 1982

Federal-Aid Project
No. RS-A516(2)

Thornton Lake Bridge
North Albany Road
Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 14570A (Sta. 2+83.33 to Sta. 3+42.67)

Subtotal of previous estimate of December 15, 1980			$156,412.00
Previous Estimate			
General Excavation	475 Cu. Yd.	6.00	$ 2,850.00
Revised Estimate			
General Excavation	692 Cu. Yd.	6.00	4,152.00
Reinforced Br. End Panels (P.A. #1)	17.8 Sq. Yd.	54.00	961.20
Metal Pipe in Place (P.A. #2)	82 Lin. Ft.	35.00	2,870.00
			$ 7,022.00
		Increase	$ 4,172.00
		Subtotal	$160,584.00
		Engineering	21,115.00
		TOTAL	$181,699.00

Length of Structures -------- 0.011 miles

Federal Funds	$160,167.00
State Funds	10,766.00
County Funds	10,766.00
TOTAL	$181,699.00

Group 1 100%
Contract No. 9222
Prefix: 502-1952
Prefix: 502-1001

1122

STATE COPY OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-140	S. DEPARTMENT OF TRANSPORTATION EDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/18/80	State egon County Benton Project No. RS-A516(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 1/4 mi. N. of Albany

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-80	0.011

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 177,527.00	$ 156,489.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 15, 1980

Federal Aid Project
No. RS-A516(2)

Thornton Lake Bridge
North Albany Road
Benton County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 14570A (Sta. 2+83.33 to Sta. 3+42.67)

Mobilization		All Required	$ 11,000.00
Temporary Continuous Rail Traffic Barriers, Lighted	75 Lin. Ft.	5.00	375.00
General Excavation	475 Cu. Yd.	6.00	2,850.00
Finishing Roadbed and Slopes		All Required	1,500.00
Structure Excavation for Walls	195 Cu. Yd.	6.00	1,170.00
Special Wall Backfill	335 Cu. Yd.	12.00	4,020.00
1"-0 Aggregate Base	1,200 Ton	7.00	8,400.00
Class "C" Asphalt Concrete	350 Ton	33.00	11,550.00
Metal Bin Type Retaining Walls		All Required	17,000.00
12-inch Culvert Pipe	18 Lin. Ft.	25.00	450.00
Guard Rail, Type 2A	210 Lin. Ft.	17.00	3,570.00
Guard Rail, Type 3	100 Lin. Ft.	27.00	2,700.00
Guard Rail, Type 1	4 Each	400.00	1,600.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Drainage Curbs	30 Lin. Ft.	12.00	360.00
Loose Riprap, Class 100	95 Cu. Yd.	21.00	1,995.00
Bridge Removal Work		All Required	2,100.00
Shoring, Cribbing, Etc.		All Required	1,500.00
Structure Excavation	160 Cu. Yd.	7.00	1,120.00
Furnish Pile Driving Equip.		All Required	4,700.00
Furnish HP 8x36 Steel Piling	80 Lin. Ft.	12.00	960.00
Furnish HP 10x42 Steel	320 Lin. Ft.	12.00	3,840.00
Drive Steel Piles	400 Lin. Ft.	1.00	400.00
Structural Concrete, Class 3300	45 Cu. Yd.	All Required	9,900.00
4'x60'/65' Prestressed Slabs	10 Each	3,614.00	36,140.00
Reinforcement	4,500 Lbs.	All Required	3,000.00
Reinforced Concrete Bridge End Panels	178 Sq. Yd.	54.00	9,612.00

3 Tube Steel Railing	200 Lin. Ft.	60.00	12,000.00
Asphalt Membrane	275 Sq. Yd.	8.00	2,200.00
		SUBTOTAL	$156,412.00
		Engineering	21,115.00
		TOTAL	$177,527.00

Length of Structure --------- 0.011 mi.

Federal Funds 88.15%---------	$156,489.00
State Funds -----------------	10,519.00
County Funds ----------------	10,519.00
TOTAL	$177,527.00

Group 1-100%
Contract No. 9222
Prefix 502-1952
Prefix 502-1003

92221

L.

9-10-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats,Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son,Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981 Keasey

C. T. Keasey
Asst. State Highway Engineer

9222

L.

August 18, 1981

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9222

Gentlemen:

On August 14, 1981, we wrote to you concerning release of final payment on Contract No. 9222 awarded to Ross Bros. Construction, Inc. for work on the Thornton Lake Bridge of FAS A516 in Benton County.

Final payment on this contract is $3,978.73 and the total contract amount is $159,683.79. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9222

7-20-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A 516(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90019

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/20/81

8. FEDERAL ROUTE NUMBER Secondary A516

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Thornton Lake (North Albany Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Increase CE costs by consultant

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Swan's letter of July 14, 1981 I approve the revised actual costs of the Consultant Agreement with Kraus and Dalke for Construction Engineering to a TEC of $12,500, Federal Funds $11,019 which includes a net fee of $1,500.

(Increase TEC $4,500 - F.F. $3,968)

(The above does not require additional obligation of funds.)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO
Moehring
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 7/20/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

July 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Supplemental Agreement
Project No. RS-A516 (2)
Thornton Lake (N. Albany Rd.) Bridge Section
Benton County

Enclosed for your approval are copies of a supplemental Agreement with Kraus & Dalke Consultant Engineers covering an increase of $ 4,500 in final constructing engineering costs on the subject project. The additional costs have been audited and determined to be eligible as indicated in the attached memo from Dettmar Jones.

Approval of this supplement will not require an additional obligation in total cost or federal funds for the project.

I further request the return of one copy of the supplemental agreement approved for our files.

CL/lms

cc: R. Hacek
H. Reynoldson
General Files

Form 734-3122

9222

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 8-2878

INTEROFFICE MEMO

FILE ACC 5-4

DATE: June 15, 1981

TO: Vernon E. Skoog
Controller

FROM: Dettmar W. Jones D.W.J.
Staff Auditor

SUBJECT: Audit Report No. 441
Kraus & Dalke Consultant
Thornton Lake Bridge
Benton County

We have completed an audit of the State's agreement with Kraus & Dalke, FA Project RS-A516(2). The agreement authorized $12,500. FHWA approved it as of October 29, 1980 and State accepted it on March 25, 1981. Total costs incurred were $20,374 during the project period of December 9, 1980 through March 31, 1981.

Our examination was made in accordance with GAO standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of Consultant's records, procedures and internal controls as we considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and Consultant complied with applicable laws and regulations.

In our opinion the above conditions were generally adequate to assure a fair presentation of the claim. FHWA approved of a Supplemental agreement for $4,500 to bring the total authorization to $12,500 has been deferred pending completion of this audit.

Accordingly, in our opinion, audited costs of $12,500 were eligible for participating under terms of the agreement when supplemented.

We recommend approval of the Supplement and payment of Consultant's final bill, both in the amount of $4,500.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State [illegible] Division

DWJ:njc

LIFE LA [illegible]
6-23-8[illegible]

[illegible] TO FHWA
[illegible] TO [illegible]
[illegible] 1500
[illegible]
7-14-81

Contains
Recycled
Materials
1-125-1387

SP*75683-12

Benton County Public Works Department

360 S.W. AVENUE AVENUE

PHONE 757-6821
CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

RECEIVED
MAY 21 198
J.M. MARTIN, Res. Engr.
☒ RE ☐ AR ☐ OE ☐ CI ☐ [illegible]

May 19, 1981

Jack Martin
Oregon State Highway Division
3400 Spicer Road S.E.
Albany, OR 97321

SUBJECT: FAS - Thornton Lake Bridge, North Albany Road
(County Road #14400)

Enclosed please find a bill in the amount of $5,994.58 from Kraus & Dalke, Consulting Engineers, for engineering services on the subject project.

Benton County requests that the State pay the engineering firm directly.

Harold J. Marx

Harold J. Marx
Operations Manager

vwr

c.c Kraus & Dalke

Enclosure

Forwarded [illegible] [illegible] 5-[illegible]

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
[illegible] 1981
REFERRED TO Hal
FOR
FILE: PM FA LG.

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RS-A516(1)
Thornton Lake (N. Albany Rd.) Bridge Sec.
Supplemental Consultant Agreement
Benton County

Date: March 18, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. D. E. Swan's March 6, 1981 letter requested approval of a supplemental agreement and federal participation in the additional preliminary engineering costs resulting from such supplemental agreement on the subject project.

The November 7, 1978 approval to utilize federal-aid funds in the preliminary engineering activities on this project was based on an October 25, 1978 Form PR-1 request which established that a "...bridge with a horizontal clearance of 40 feet..." would be designed and constructed. Therefore, a supplemental agreement to provide additional funds and time to correct an inappropriate design is not approved.

G.K. Hossner
for Robert B. Hathaway

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (C O Fredrickson, Reg II)

STA[illegible]ER
MAR 19 '81
REFER TO
[illegible]

Info	Inves	R.[illegible]	D.[illegible]	Sign	Act	File

9222

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
CON 5

TO: Warren Richards
Construction Office Manager

DATE: April 22, 1981

R.D. Church by mk

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9222, Work Completed March 14, 1981

Project Thornton Lake Bridge

Highway FAS A516 (N. Albany Rd.)

County Benton

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ____________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Edward Haury
John Jenkins
Donald Trout
Leo King

Donti.

9222

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION Thornton Lake Bridge	WEEK ENDING March 14, 1981
		SECTION PREFIX 502-1001
	HIGHWAY North Albany Road	COUNTY Benton
	KIND OF WORK Grading, Paving and structure	
CONTRACTOR Ross Bros. Construction	CONTRACT NUMBER 9222	FEDERAL AID PROJECT NUMBER RS-A516(2)
DATE OF CONTRACT December 29, 1980	DATE WORK STARTED January 8, 1981	ESTIMATED COMPLETION DATE March 20, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 175	WORK DAYS USED CALENDAR DAYS USED 76
PROJECT AUTHORIZATION: $ 177,527.62	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 43%
EXCLUSIVE OF ENGINEERING: $ 163,450.54	ENGINEERING AUTHORIZATION $ 14,077.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 95%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 158,480.32	ENGINEERING COST TO DATE $ 14,513.48	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 2.8 %	PERCENT OF AUTHORIZATION 103 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	0%	0%	0%	0%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	14570A							
PERCENT	95%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	N/A			
MONDAY	Sunny			
TUESDAY	Fair			
WEDNESDAY	Sunny			
THURSDAY	Sunny			
FRIDAY	Overcast/rain			
SATURDAY	Unknown			

K

Kenney
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
MAR 18 1981
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	N/A
MONDAY	Excavated north end
TUESDAY	Began rocking north end
WEDNESDAY	Completed rocking north end
THURSDAY	Installed culvert
FRIDAY	Paved
SATURDAY	

REMARKS

SIGNED Stan M.

LOCATION Kraus & Dalke
Albany

3 copies - [✓ Construction;] Region; Liaison Engineer, File

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9222

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

KRAUS & DALKE
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY CENTER
POST OFFICE BOX 725
ALBANY, OREGON 97321

TELEPHONE 503-928-2583

RECEIVED B
MAR 12 1981
PUBLIC WORKS DEPT.

March 11,1981

Mr. Curtis Baynes, Project Engineer
Benton County Public Works Dept.
360 S.W. Avery Avenue
Corvallis, OR 97330

Re: Thornton Lake Bridge
Supplemental Agreement

Dear Mr. Baynes:

Enclosed please find the following as per your request.

(1) Completed Supplemental Agreement form with text noting Kraus & Dalke desires to supplement said agreement with Benton County.

(2) Kraus & Dalke itemized current overhead payroll costs.

Your will note that the current itemized breakdown shows 118% to overhead while our amendment request shows a 144%. The 144% was obtained from an EPA audit and has been in use since September of 1979 for federal assistance projects. It should be pointed out that any overhead percentage is subject to adjustment at final audit. Therefore, the overhead percentage used only determines the amount of hours available for a specified fee. Since this project will have many more hours than what the fee allows, the overhead factor is not very important at this time. However, if you wish us to use the current figure we will do so.

If you need anything additional let me know. Thank you.

Sincerely,

Richard Dalke

Richard Dalke, P.E.

RD:jg

attachments

BREAKDOWN OF OVERHEAD COST
July 1, 1979 to June 30, 1980

FICA	$11,400	6.90%
Unemployment	300	0.18
Industrial Insurance	240	0.15
Vacation, Holidays, Sick Leave & Administrative (not assignable time)	77,700	47.09
Insurance (Medical & Business)	21,000	12.73
Printing & Supplies	15,500	9.39
Professional Services	1,900	1.15
Travel Not Assignable	10,000	6.06
Fees, Dues, Professional Meetings	2,300	1.39
Telephone, Utilities & Maintenance	9,300	5.64
Rent	14,000	8.48
Capital Equipment	28,500	17.27
Office Miscellaneous	2,800	1.70
		118.13%

#9222

3-7-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A516(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Benton

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90019

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/29/80

8. FEDERAL ROUTE NUMBER Secondary A516

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Thorton Lake (North Albany Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 3/4/80 I approve the construction Engineering phase to be performed by Kraus and Dalke, Consulting Engineers, under agreement approved 8/13/79 Project RS-A516(1) on an actual cost basis estimated to be $8,000 which includes a net fee of $1,500.

(The above authorization does not require an additional obligation of funds.)

RECEIVED
STATE HWY ENGR
MAR 30 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 3/9/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9227

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

March 6, 1981

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Supplemental Consultant Agreement
Project No. RS-A516(1)
Thornton Lake (N. Albany Rd.) Bridge Sec.
Benton County

Enclosed for your approval are two fully executed copies of a supplemental agreement between the consultant firm of Kraus and Dalke and Benton County on the subject project. This supplement increases the preliminary engineering cost by $4,000 to a maximum of $10,780 and extends the completion time an additional 30 days.

I further request the following:

1) Concurrence that the additional preliminary engineering costs under the supplemental agreement are eligible for participation under the subject project. This supplemental agreement was approved by the Highway Division on the erroneous assumption that certification acceptance procedures applied since the cost was under $10,000 and that FHWA approval was not required. It has subsequently been determined that provisions contained in the original agreement, which was approved by FHWA, required submission and approval of any supplement to the agreement.

2) The return of one copy of the supplemental agreement approved for our files.

No increase in total cost or federal funds as currently under project agreement is anticipated at this time for the supplemental agreement.

CL:bkc
Enc.
cc: R. Hacek
H. Reynoldson

Form 734-3122

7232

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

March 4, 1981

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. RS-A516(2)
Thornton Lake (N. Albany Rd.) Bridge
Benton County

I hereby request your concurrence that construction engineering work by the consultant firm of Kraus and Dalke is a participating cost on the project from the P.S.&E. approval date of October 29, 1980.

The consultant agreement was approved by your office on August 13, 1979 under project RS-A516(1) at which time authorization was given for the preliminary engineering portion of the work; however, when authorization to advertise for bids for construction under the subject project was requested we inadvertently overlooked requesting authorization for the consultant engineer to proceed with the construction engineering portion under the agreement.

CL:bkc

cc: R. Hacek
H. Reynoldson

Form 734-3122

7222

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

March 2, 1981

RECEIVED
MAR 17 1981
J.M. MARTIN, Res. Engr.
☒ RE ☐ AR ☐ OE ☐ CI ☐ IN

MISC. CONTRACTS and
AGREEMENTS No. 10

Phil O. Stearns, Federal Aid Engineer
State of Oregon
Department of Transportation
Highway Division
Region II Office
P.O. Box 30
2960 East State Street
Salem, OR 97310

ATTEN: Mr. Jack M. Martin
State of Oregon
Department of Transportation
Highway Division
Liaison Engineer's Office
3400 Spicer Road SE
Albany, OR 97321

SUBJECT: Thornton Lake Bridge RS-FAS- A516 (1) North Albany Road

Attached herewith is the approved Supplemental Agreement for Engineering services on the Thornton Lake Bridge. In that the additional work appears necessary because of circumstances cited on the attached amendment request from Kraus and Dalke, dated February 17, 1981, Benton County recommends approval.

Please sign and forward appropriate copies for State and Federal review and approvals. Return an approved copy to this office.

James E. Blair

James E. Blair, P.E.
Director of Public Works

CB/vwr

Attachments

c.c Project File
Roger Irvin
Curtis Baynes
Kraus and Dalke, Consulting Engineers

APPROVED
J.Martin
J.M. MARTIN
LIAISON ENGINEER

9272

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

KD
KRAUS & DALK
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY CENTER
POST OFFICE BOX 725
ALBANY, OREGON 97321

TELEPHONE 503-928-2583

February 17, 1981

RECEIVED BY
FEB 17 1981
PUBLIC WORKS DEPT.

Mr. Jim Blair, P.E.
Benton County Public Works
360 Avery Avenue
Corvallis, OR 97330

Re: Thornton Lake Bridge (80-107)

Dear Mr. Blair:

This is to request an amendment to the engineering agreement for the subject project. The reasons for our increased costs are caused by the following circumstances:

1) The project was delayed with the result that our personnel and operating costs are higher than originally estimated.

2) The type of construction that was finally necessary to stay within the right-of-way requires more engineering, specifically the bin wall.

3) The water line as located created a conflict with the bridge construction requiring a considerable amount of additional time to work out changes in railing and wing wall details.

The water line was located from plans as originally submitted. As you will recall, the State required more travel width which necessitated alignment changes. When this was done, the water line location conflicted with the wing walls. The time spent on this was about 40 hours of one engineer's time. This represents about $910 of the original fee.

For the above reasons, we hereby request an additional amount not to exceed $4,500 for construction engineering. This will result in a summary of cost as follows:

The County's original application to the State listed the following:

Roadwork	$ 12,000	
Structural	150,000	
C.E.	13,000	
P.E.	6,780	
Total		$181,780

1397 B NORTH 6TH STREET P.O. BOX 790 REDMOND, OREGON (503) 548-6124

Work to Date:

Structural & Roadwork	$156.412	
P.E.	10,780	
C.E.	8,000	
	$175,192	
Requested Amendment	4,500	
		$179,692

This does not include State costs. These are not known to me. The authorized amount for construction engineering is $14,077.88. Therefore, the $8,000 plus $4,500 = $12,500, will be less than the authorized amount.

Put in terms of percentages, the engineering would be

$10,780 + $12,500 = $23,280

$\frac{\$23,280}{\$156,412}$ = 14.9% for P.E. and C.E.

If you need any additional information, let me know.

Yours truly,

Richard Dalke

Richard Dalke, P.E.

bb

9222

Benton County Public Works Department
360 S.W. AVERY AVENUE
PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

January 9, 1981

RECEIVED
JAN 11 1981
J.M. MARTIN, Res. Engr.
☑ RE ☐ AR ☐ OE ☐ CI ☐ IN

Contract # [illegible]
RS-A516 (2)
502-1000

Jack Martin
Oregon State Highway Division
3400 Spicer Road S.E.
Albany, OR 97321

SUBJECT: FAS - Thornton Lake Bridge, North Albany Road
(County Road #14400)

Enclosed please find a bill in the amount of $3,249.84 from Kraus and Dalke, Consulting Engineers, for engineering services on the subject project.

Benton County requests that the State pay the engineering firm directly.

Harold J. Marx

Harold J. Marx
Operations Manager

vwr

c.c Kraus & Dalke

Enclosure

cc. Proj. Mgmt.

9222

November 24, 1980

ACC

Benton County Board of Commissioners
Courthouse
Corvallis, Oregon 97330

Attn: Mr. James Blair
Director of Public Works

Gentlemen:

On November 20, 1980 a satisfactory bid was received from Ross Bros. Construction, Inc., 3501 Brooklake Road North, Salem, Oregon 97303, Phone 393-5865 for the Thornton Lake Bridge on the North Albany Road, FAS-A516, Project No. RS-A516(2). Based upon the contractor's bid the county's advance deposit will be:

Bid	$156,412.00
4 1/2% Contingencies	7,038.54
9% Engineering	14,077.08
Est. Construction Cost	$177,527.62
Est. P.E. Cost	11,000.00
Est. Project Cost	$188,527.62
Less Federal Funds (88% of $188,327.62)	165,904.31
	$ 22,623.31

Rec'd 12-16-80 Inform Steve + Region

County's Share is 1/2 of $22,623.31	=	$11,311.66
Less P.E. Advance Deposit		1,070.00
		$10,241.66

By rounding the County's Advance Deposit will be $10,250.00

We will award the contract when we receive your advance deposit, which should be in this office no later than December 12, 1980.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

for D. E. Swan
Operation Programming Engineer

HR:pf
Attachment
bcc w/AD # 837: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 837 when advance deposit is received.

7222

FAS A516

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 10/24/80

Donald L Rout

October 23, 1980 Bid Letting ________ All Clear Deadline

SECTION Thornton Lake Bridge
Highway FAS A516
County Benton Region 2
Type of Work Str. & Approach Funds FAS-C
State ____ Consultant ____ Plans Avail. ___Yes ___No

Tom

Need DSL from consultant
Co Permit ?

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☐	☒	☐	☐	☒	Consultant
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☐	☐	☐	☒	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY A MINISTRATION

1222

LETTER OF APPROVAL /OR AUTHORIZATION

9-29-80

FEDERAL AID PROJECT NO.: -A 516(2)

STA PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90019

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO Moehring
FOR

10-7
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-29-80	9-29-80	Secondary A516
		STATE ROUTE NUMBER
		County Road

GENERAL LOCATION:

Thorton Lake (N. Albany Road) Bridge Section

GENERAL DESCRIPTION OF WORK:

One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of 9-8-80, you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $210,000 - Federal funds $185,110 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-29-80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-015

7222

STATE OF OREG
HIGHWAY DIVISION

INTE FFICE MEMO
ENV 7-2

TO: D. H. Moehring
Project Management

DATE: September 23, 1980

FROM: Gary A. Potter, Manager ORIGINAL SIGNED BY
Environmental Section GARY A. POTTER

SUBJECT: Noise Clearance--Contract Letting
October 23, 1980

The following projects have been reviewed in accordance with directive FHPM 7-7-3 and are hereby cleared for submittal to the FHWA for PS&E approval. Projects are categorized into groups describing their applicability to the provisions of the directive.

GROUP I

FHPM 7-7-3 does not apply to the following projects:

1. Polallie Creek-MP 84.94, Mt. Hood Hwy., Hood River County. FR-24(26)
2. Beaverton/Tualatin Hwy. @ Hunsiker Road, Beaverton/Tualatin Hwy., Washington County.
3. SW Murray Blvd-SW Walker Road., Beaverton, Tualatin Valley Hwy., Washington County. IX-F-32(10)
4. MP 44.45-MP 44.55, North Santiam Hwy., Marion County F-47(10).
5. Church Road-Pacific Hwy. W., Willamina-Salem Hwy., Polk County.
6. Crater Lake Hwy @ Lake-of-the-Woods Hwy @ Avenue "G"., Crater Lake Hwy., Jackson County. HES-13(6)
7. Poterf Creek-Poodle Creek, Florence-Eugene Hwy., Lane County.

GROUP II

FHPM 7-7-3 does apply to the following projects:

A. Noise study report submitted previously:

1. Hood River Bridge, Hood River, Mt. Hood Hwy., Hood River County. BRF-24(27)
2. Cannon Beach Jct.-Necanicum, Sunset Hwy., Clatsop County. F-27-1(5)

RECEIVED
SEP 24 1980
ROAD DESIGN SECTION

____Versteeg____
____Anderson____
____Christensen copy
____Olson____
____Sullivan copy
____Terpin____
I Trout____
____Wakerlin____

Do Not File ☐
Return To____
Bring Up ___/___/___
Action____

B. Project covered by the statewide noise study report:

1. Dundee/Newberg Road @ SPRR X'ing, Dundee/Newberg Road, Yamhill County. RRO-RRS-000S(37)
2. "D" Canal Bridge, 6th Street, Malin, Klamath County. BROS-1801(1)
3. Fossil Creek-Bone Creek, John Day Hwy., Grant County. FLH-9(1)

C. Noise study reports attached:

1. Thornton Lake Bridge, N. Albany Road, Benton County. RS-A516(2)
2. Dean Creek Bridge, Umpqua Hwy, Douglas County. BRF-20(5)
3. Elgin-Minam Road, Elgin, Wallowa Hwy, Union County. F-7(8)
4. SE 17th Ave-SE 28th Ave., Holgate Blvd., Multnomah County. IX-9793(3)

GAP:TP:ct

Attachments

cc: J. H. Versteeg w/attach

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Thornton Lake Bridge
Preparer Lee Doss
Highway N. Albany Road
Date September 19, 1980
County Benton
City Albany

Project Description:

The project will replace the existing pile supported wooden structure with a wider prestressed concrete structure designed for present day traffic and future traffic demands. A pedestrian/bikepath is to be constructed on the easterly side of the bridge to continue the existing path along the highway. The road will be closed during construction.

Existing Land Use Activities:

Neighboring lands are occupied by suburban residences on small acreages. Zoning is RU½: single family residences on ½ acre minimum size lots. Thornton Lake and its banks are zoned as a floodplain area.

Traffic Data:

	No-Build		Build	
	1980 (year)	2000 (year)	1980 (year)	2000 (year)
Design Hourly Volume				
Autos	650	1100	650	1100
Speed	35	33	34	32
Peak Truck Hour				
M. Trucks	18	30	18	30
H. Trucks	8	13	8	13
Speed	35	32	35	33

Traffic Noise Levels:

Measured Leq Noise Level		Distance from Center Line	Volume			Speed
Measured	Model Prediction		Autos	Med. Truck	Heavy Truck	
No field measurements were taken.						

	No-Build		Build	
	19 80 (year)	2000 (year)	1980 (year)	2000 (year)
Leq Level Along R/W Line (30 feet from ℄)	67 dBA	68 dBA	67 dBA	69 dBA
Leq 67 dBA Contour Location (Distance from centerline)	30 ft.	40 ft.	30 ft.	43 ft.

Traffic Noise Impacts:

67 dBA noise contour is 13 ft. outside the R/W line. Nearest house is 33 ft. beyond this. The nearest residences are not impacted. If windows facing N. Albany Road were opened, the interior of a residence 102 ft. south of the Bridge and 73 ft. west of the centerline of N. Albany Road would be subject to internal noise levels exceeding 52 dBA. (Sketch attached).

Traffic Noise Mitigation:

None proposed. Necessary driveway openings would make noise barriers impractical. Truck traffic is local on this arterial collector. North Albany Road is presently posted for a 35 mph speed limit. Recorded and predicted average speeds are 35 mph or less.

Construction Noise - Impacts and Mitigation:

See attached.

Local Coordination:

A copy of this report will be sent to:

Benton County Board of Commissioners.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. No pile driving or blasting operations shall be performed within 3000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, except with the approval of the engineer.
5. Rock crushing or screening operations performed within 3000 feet of an occupied dwelling shall block the direct view of the affected dwelling units through the strategic palcement of material stockpiles or as direct by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Form 734-3166

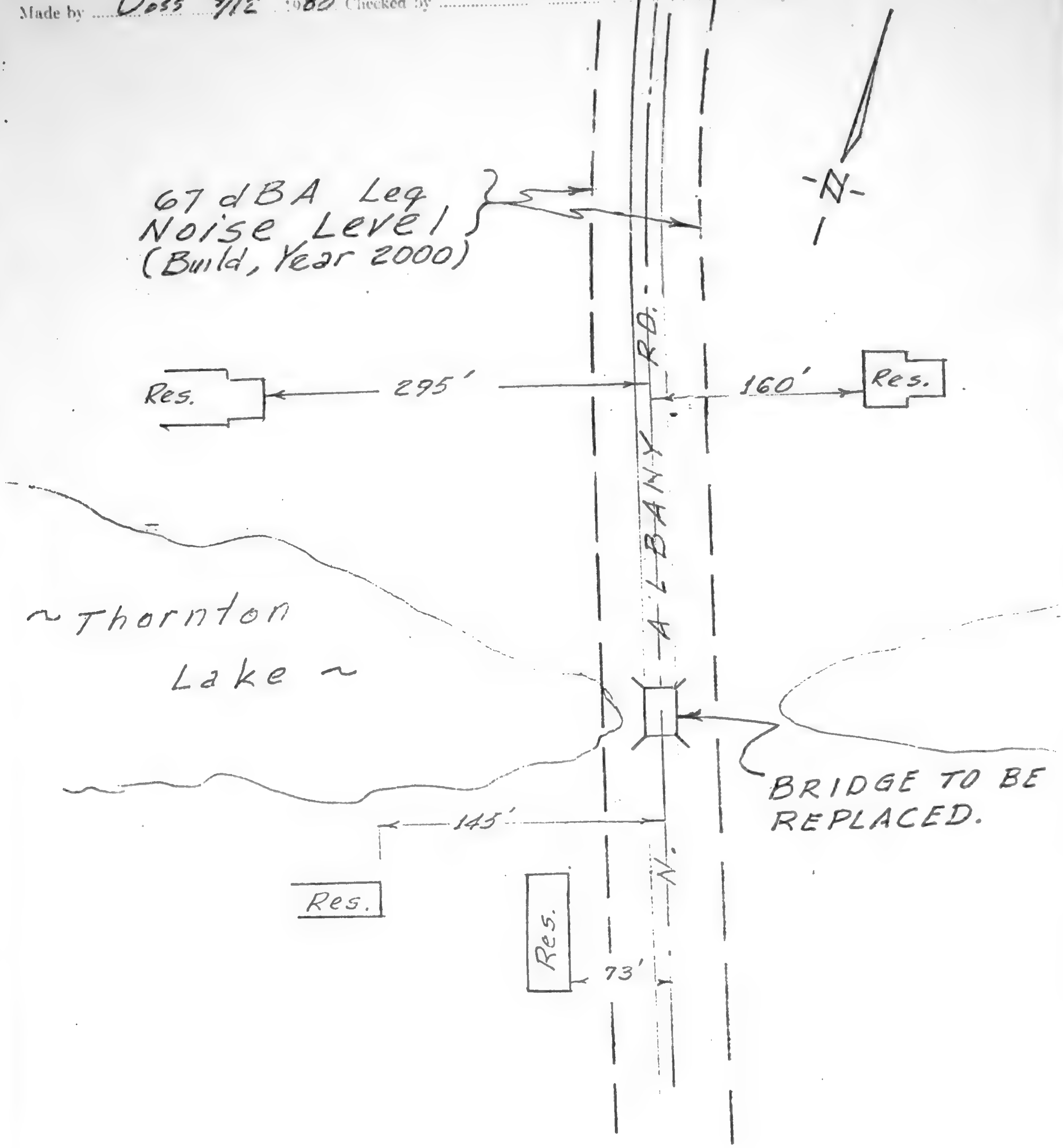
Job No. 582-1952-923

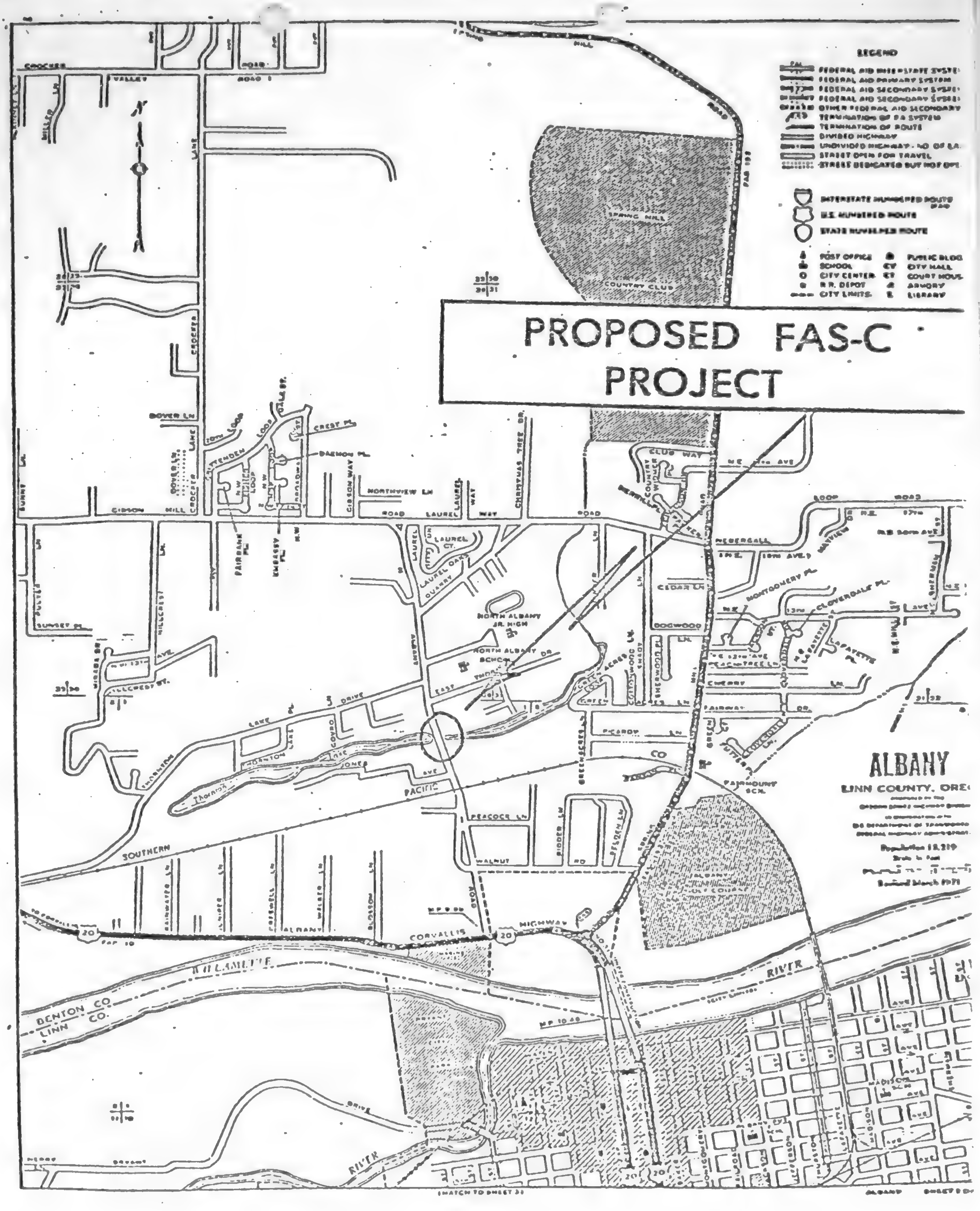
Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for THORNTON LAKE BRIDGE 1"=100'

Made by Doss 9/12 1980 Checked by .... 19.. Reviewed by .... 19..


67 dBA Leq
Noise Level
(Build, Year 2000)
N
ALBANY RD.
Res.
295'
160'
Res.
~ Thornton
Lake ~
BRIDGE TO BE
REPLACED.
145'
Res.
Res.
73'
N.



PROPOSED FAS-C PROJECT

LEGEND
FEDERAL AID INTERSTATE SYSTE
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM
FEDERAL AID SECONDARY SYSTE
OTHER FEDERAL AID SECONDARY
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO OF LA
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPE
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUS
ARMORY
LIBRARY
SPRING HILL
COUNTRY CLUB
CROCKER
VALLEY
GIBSON HILL ROAD
LAUREL
NORTHVIEW LN
CHRISTMAS TREE DR.
DOVER LN
CREST PL
DAEMON PL
GIBSON WAY
FAIRBANK PL
EMBASSY PL
LAUREL CT.
LAUREL OAKS
QUARRY
NORTH ALBANY JR. HIGH
NORTH ALBANY SCHOOL
THORNTON LAKE DRIVE
CLUB WAY
LOOP ROAD
NE 30th AVE
MONTGOMERY PL
CLOVERDALE PL
CEDAR LN
DOGWOOD
CHERRY
FAIRWAY DR
PICARDY LN
FAIRMOUNT SCH.
JONES AVE
SOUTHERN PACIFIC CO
PEACOCK LN
WALNUT
CORVALLIS HIGHWAY
20
WILLAMETTE RIVER
BENTON CO
LINN CO.
MP 10.48
RIVER
DRIVE
MADISON SCH.
ALBANY
LINN COUNTY, OREG
Population 18,219
Revised March 1971
MATCH TO SHEET 31
ALBANY SHEET 2

9222

Section Thornton Lake Bridge
Programming Estimate $
Highway FAS A516 (N. Albany Rd.)
Project Length —
County Benton
Completion Time 200 CD
Kind of Work Grading, Paving, Structure
Est. Comp. Date ~~June 11~~ July 10, '81
Prefix 502-1952
Letting Date ~~Oct. 25~~ Nov. 20, '80
Project No. RS-A516(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 192,622.50

$ 0

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 9-23-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please inform the county. lets know if ok.

Form 731-0022 (7/78) SP*70682-734

Subtotal $ 192,622.50

Contingencies (4-1/2%) 8,668.01

Engineering (8, [✓ 9,] 10%) 17,336.03

~~Subtotal~~ $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ 218,626.54

APPROVED	Est. PE Cost.	11,000.00
	Less Federal Funds (88% of 229,626.54)	202,071.36
	Less PE Advance Deposit	1,070.00
		26,485.10

½ of 26,485.10 = $13,242.55 (rounding) $13,000.00

Road Design Engineer Est Ad Deposit

Section Thornton L[illegible]e Bridge Program[illegible]g Estimate $

Highway FAS A516 (N. Albany Rd.) Project Length —

County Benton Completion Time 200 CD

Kind of Work Grading, Paving, Structure Est. Comp. Date ~~June 11~~ July 10, '81

Prefix 502-1952 Letting Date ~~Oct. 23~~ Nov. 20, '80 Project No. RS-A516(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 192,622^{50}

Anticipated Additional Items:
- Royalty Payment. . . . .
- Permit Fees . . . .
- Slide Correction . . . .
- Railroad Protective Costs . . . .
- Other Railroad Costs . . . .
- Permanent Signing . . . .
- Permanent Pavement Striping . . . .
- Temporary Pavement Striping. . . . .
- Remove Pavement Striping (Exist. & Temp.) . . .
- Temporary Erosion Control . . . .
- State Furnished ____________ . . . .
- Roadside Seeding & Mulching . . . .
- Asphalt Cement Adjustment . . . .
- On the Job Trainees . . . .
- State Responsibility for Damages . . . .
- Signal Controller Testing (Engineering) . . . . .
- Bikeway Signs . . . .
- Furnish Mailbox Posts . . . .
- Adjust Utilities:

$ 0

Subtotal $ 192,622^{50}

Contingencies (4-1/2%) . . . . 8,668^{01}

Engineering (~~8~~, 9, ~~10~~%) . . . . 17,336^{03}

~~Subtotal~~ $

Credit for ____________ . . . .

Estimated Net Authorization, Construction . . . . $ 218,626^{54}

APPROVED	Est. PE Cost.	11,000.00
	Less Federal Funds (88% of 229,626.54)	202,071.36
	Less PE Advance Deposit	1,070.00
		$ 26,485.10

½ of 26,485^{10} = $13,242^{55}

Road Design Engineer Est Ad Deposit (rounding) $13,000^{00}

GON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 2
Date Sept. 8, '80

ection Thorton Lake Bridge
County Benton

ind Of Work Grading, Paving, Structure
Length -
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(9%)	16,000-
Temporary Continuous Rail Traffic Barriers, Lighted		Lin. Ft.	75	12-	900-
ROADWORK					
General Excavation		Cu. Yd.	475	6^{50}	3,087^{50}
Finishing Roabed and Slopes		All	All	-	1,500-
Structure Excavation for Walls		Cu. Yd.	195	15-	2,925-
Special Wall Backfill		Cu. Yd.	335	10-	3,350
1"-0 Aggregate Base		Ton	1,200	9-	10,800-
Class "C" Asphalt Concrete		Ton	350	36-	12,600
Metal Bin Type Retaining Walls		All	All	-	20,700-
12-inch Culvert Pipe		Lin. Ft.	18	25-	450
Guard Rail, Type 2A		Lin. Ft.	210	20-	4,200-
Guard Rail, Type 3		Lin. Ft.	100	30-	3,000-
Guard Rail Anchors, Type 1		Each	4	350-	1,400-
Rail End Pieces, Type C		Each	4	120-	480-
Drainage Curbs		Lin. Ft.	30	10-	300-
Loose Riprap, Class 100		Cu. Yd.	95	15-	1,425-

GON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 2 of 2

Date Sept. 8, '80

ection Thornton Lake Bridge

County Benton

ind Of Work Grading, Paving, Structure

Length -

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
				[illegible]	109,985-
STRUCTURE					
Bridge Removal Work		All	All	-	4,800-
Shoring, Cribbing, Etc.		All	All	-	2,000-
Structure Excavation		Cu. Yd.	160	15-	2,400-
Furnish Pile Driving Equipment		All	All	-	8,000
Furnish HP8 x 36 Steel Piling		Lin. Ft.	80 ~~100~~	12-	960-
Furnish HP10 x 42 Steel Piling		Lin. Ft.	320 ~~400~~	13-	4,160-
Drive Steel Piles		Lin. Ft.	400 ~~500~~	2-	800-
Structural Concrete, Class 3300 (45 C.Y. @ $250)		All	All	-	11,250
4' x 60'/65' Prestressed Slabs		Each	10	4,800-	48,000-
Reinforcement (4,500 lbs. @ 0^{50})		All	All	-	2,250
Reinforced Concrete Bridge End Panels		Sq. Yd.	178	55-	9,790-
3 Tube Steel Railing		Lin. Ft.	200	60-	12,000-
Asphalt Membrane		Sq. Yd.	275	13-	3,575-

7222

FAS A516

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

KD
KRAUS & DALKE
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY CENTER
POST OFFICE BOX 725
ALBANY, OREGON 97321

TELEPHONE 503-928-2583

September 11, 1980

Mr. Don Stoudenmeyer
Final Design
Oregon State Highway Division
Salem, OR 97310

Re: Thornton Lake Bridge (79-57)

Dear Mr. Stoudenmeyer:

We are returning the mylars of the Thornton Lake bridge with the changes made in accordance with the print received on September 8, 1980.

Yours truly,

Richard Dalke

Richard Dalke, P.E.

bb

Enclosures

DSL permit applied for 9-9-80
[illegible] 9-12-80
[illegible]

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

REGISTERED PROFESSIONAL ENGINEERS IN OREGON, WASHINGTON, WYOMING, NORTH DAKOTA

```
                                            TOT         N1                                                      29.64
                                         ** JOB TOTALS **                **                  **            9,461.68  **

                                                                                                                      STATE
THORNTON LK BR              CONT NO          FA PROJ NOS RS  516001 100
                            502    1952       296      00 N 9         844.41CR            855.85CR          9,091.49CR
                            502    1952       297      00 N 9                                                 820.00
                            502    1952       298      00 N 9         844.41              855.85            8,271.49
                            502    1952       901      00 P 1                                                 346.83
                            502    1952       904      00 P 1                             984.50            6,780.00
                            502    1952       905      00 P 1                                                 150.14
                            502    1952       906      00 P 1                                                   5.10
                            502    1952       910      00 P 1                                                 846.70
                            502    1952       911      00 P 1                                                  60.30
                            502    1952       914      00 P 1                                                 112.50
                            502    1952       920      00 P 1                                                  12.77
                            502    1952       926      00 P 1                                               1,320.36
                            502    1952       927      00 P 1                                                   9.10
                                              TOT      P1                                 984.50            9,643.80
                                         ** JOB TOTALS **                **               984.50  **        9,643.80  **

                                                                                                                      STATE
BULL RUN BRIDGE             CONT NO          FA PROJ NOS BRS 644001 100
                            503    1901       296      00 N 9                                              20,000.00CR
                            503    1901       298      00 N 9                                              20,000.00
                            503    1901       901      00 P 1                                               8,628.34
                            503    1901       905      00 P 1                                               2,921.15
                            503    1901       906      00 P 1         149.60              149.60           10,051.48
```

P. 6

```
TOTAL TO DATE JOB COST SUMMARY                                          AUGUST 1980        PAGE  692

                                                                           FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                   503    1901       909      00 P 1                                  385.08
                                   503    1901       910      00 P 1                                  535.59
                                   503    1901       911      00 P 1                                   46.36
                                   503    1901       918      00 P 1                                  766.05
                                   503    1901       920      00 P 1                                   13.40
                                   503    1901       922      00 P 1                                    7.13
                                   503    1901       923      00 P 1                                   44.39
                                   503    1901       926      00 P 1                               10,958.60
                                   503    1901       926      00 N 1                                   11.50
                                                     TOT      P1          149.60          149.60    34,357.57
                                                     TOT      N1                                       11.50
                                                  ** JOB TOTALS **        149.60  **      149.60  **  34,369.07  **

                                                                                                             STATE
 SPTC @ BARLOW ROAD                CONT NO         FA PROJ NOS RRS 595001 100
                                   503    1902       905      00 P 1                                  165.34
                                   503    1902       914      00 P 1                                  104.10
                                                     TOT      P1                                      269.44
                                                  ** JOB TOTALS **                **              **      269.44  **
```

2222

7222

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 502

Profix 502-1952

Attention: Right-of-Way Section 8-20-80

② Subject: Federal Aid Project No.
Project Name Thornton Lake Bridge FAS# A516
North Albany Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Corvallis, Oregon, this 20th day of August, 1980

County of Benton

Larry Callahan
County Judge/Chairman

Commissioner

Commissioner

Approved by:

Regional Right-of-Way Supervisor
Date 9/25/80

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

KD
KRAUS & DALKE
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY CENTER
POST OFFICE BOX 725
ALBANY, OREGON 97321

TELEPHONE 503-928-2583

REGION 2 ENGINEER
RECEIVED
JUN 19 1980
RBE
RE RCE RME RTE ROE

June 19, 1980

Mr. Phil Stearns
Federal Aid Engineer
Oregon State Highway Division
Regional Office
2960 E. State
Salem, OR 97310

MISC. CONTRACTS and
AGREEMENTS No.

Re: Thornton Lake Bridge (79-57)

Dear Mr. Stearns:

Enclosed herewith is the County approved supplemental agreement for engineering services. Please let us know when this is approved so that we may revise the plans and get this project back on schedule.

Thank you.

Yours truly,

Richard Dalke

Richard Dalke, P.E.

bb

Enclosure

9222

FAS A516

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer Attn. Phil Stearns

DATE: April 28, 1980

DES 23
Br. 14570A

FROM: Walter J. Hart ORIGINAL SIGNED WALTER J. HART
Bridge Engineer

SUBJECT: Thornton Lake Bridge
Thornton Lake Bridge Section
FAS-A516 North Albany Road
Benton County
Bridge 14570A

Versteeg
1 Anderson
Christensen Don
Olson
Sullivan
Terpin

RECEIVED
APR 29 1980
ROAD DESIGN
SECTION

Do Not File
Return

A cursory review of the plans for the subject project has been made. Attached is a set of reduced size prints marked in red with some of the items that should be changed.

The main concern on this project is the bridge width which should conform to minimum AASHTO Standards. The 1978 traffic count at this site is 4500 ADT. This requires two 12-foot lanes with 8-foot shoulders for a roadway width of 40 feet.

We suggest eliminating the rail between the walk and roadway. The ends of this rail are very difficult to protect. Having the walk at roadway level and continuing the asphalt curb across the structure or providing a raised sidewalk would be appropriate.

The hydraulic data is required to be on the plans by the FHWA. This information should be in the chart as shown on sheet 4. We question the advisability of placing the telephone conduit, water pipe and gas line under the slabs where they will be under water during high water conditions.

Enclosed is a copy of our latest drawing for the 26-inch deep slab. Please note the slab number must be called out and that the vertical hole in the end of the slab is 5 inches from the end instead of the previous 4 inches.

We are returning the 7 sheets of mylar plans. Please see that the appropriate changes are made and resubmit with 4 sets of prints so we can make a detailed review.

In the future, preliminary plans should be submitted according to the consultant agreement for our review. This should include the hydraulic and foundation reports. If this were done a great deal of time for all parties involved could be saved.

JMT:dh
Enclosure

cc D. O. Christensen

REFERRED TO
Beard 1 Staudenmeyer
Cole 2 Menn
Eriksen Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains
Recycled
Materials
81-125-1387

SP*75683-1

9222

FAS A516

ROAD DESIGN 378-6558

April 16, 1980

Walt Hart
Structures

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane Christensen
Final Design Engineer

Thorton Lake Bridge
FAS-A516, North Albany Road
Benton County

RECEIVED
APR 16 1980
ROAD DESIGN
SECTION

✓ Versteeg ✓
Anderson
Christensen
Olson
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Do Not File ☐
Return To
Bring Up / /
Action

ATTN: John Tindall

Suggested revisions to the subject plans are listed below by sheet number. A print of the plans is also included with the revisions shown in red.

Sheet 1:

1. Revise title as shown and add also to upper right corner block.
2. Length of temporary traffic barrier and size of sign and legend.
3. Block at bottom right should have stamp of consultant and approved signatures.

Sheet 2:

1. Is R/W required? If so, it should be shown.
2. Add N. Albany Road to title block.

Sheet 3:

1. Need guardrail at bridge ends as shown on plan. Suggest some other treatment on structure that does not require barrier between vehicles and pedestrians.
2. Add N. Albany Road to title block.

Sheet 4:

1. Add N. Albany Road to title block.
2. Revise bridge as suggested on sheet 3.

Sheet 5:

1. Add N. Albany Road to title block.

Sheet 6:

1. Add N. Albany Road to title block.
2. Revise wall plans to match suggestion on sheet 3.

Sheet 7:

1. Same as sheet 6.

DNS:cj
Attachment

cc: D. Stoudenmeyer

9222

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821
CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

April 10, 1980

Jack Martin
Oregon State Highway Division
3400 Spicer Road SE
Albany, OR 97321

SUBJECT: FAS - Thornton Lake Bridge, North Albany Road
(County Road #14400)

Enclosed please find a bill in the amount of $984.50 from Kraus and Dalke, Consulting Engineers, for engineering on the subject project.

Benton County requests that the State pay the engineering firm directly.

Harold J. Marx

Harold J. Marx
Operations Manager

vwr

c.c Kraus & Dalke

Enclosure

RECEIVED
APR 11 1980
J.M. MARTIN, Res. Engr.
☑ RE ☐ AR ☐ OE ☐ CI ☐ IN

9222

THORNTON LAKE BRIDGE
Benton County
Location Narrative

HISTORY

This bridge was authorized to be reconstructed by the County Board of Commissioners through their Public Works Director, Jim Blair. The existing bridge is in a deteriorating state and does not provide adequate width for either vehicular traffic or pedestrians. The vertical alignment is such that it creates impact loading with resultant effect of settling at the bridge ends. Considerable maintenance has been required to keep the roadway smooth.

EXISTING STRUCTURE

The existing structure is a timber bridge 40 feet long and 32 feet wide. The east side has a 4 foot walkway.

PROJECT LOCATION

This bridge is located in the Northeast one quarter of Section 1 Township 11 South, Range 3 West Willamette Meridian, Benton County. The road is FAS A-516. The road serves as an access road to the North Albany residential area. There is a Junior High School located just North of the bridge site.

It is proposed that the new bridge be located in the same horizontal alignment as the existing bridge.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

Since we are proposing to keep the same horizontal alignment it will be necessary to close the road to vehicular traffic during construction. The special provisions are prepared to require that pedestrian traffic be maintained throughout construction. It will be required that the contractor maintain the lighted barricades at the ends of the construction project. The County Road Department will be responsible for installing and maintaining the detour signing as shown on sheet 1 of the plans.

Traffic will flow around the construction site via Springhill Road and Quarry Road.

As noted above a Junior High is located North of the bridge. Since considerable traffic is generated by the school it has been proposed that the bridge closure take place during the time of June 15, 1980 to September 1, 1980 during which time the school is closed.

UTILITY CONFLICTS

Utility companies having lines within the project area are P.P. & L., Pacific Northwest Bell, Northwest Natural Gas and North Albany Water District.

P.P. & L. lines should be of minor conflict and it is not anticipated that relocation of their poles will be necessary. Pacific Northwest Bell has aerial and underground cable along the west side of the bridge. It will be necessary for them to temporarily move and relocate their lines. Northwest Natural Gas Co. has a 6 inch line along the east side attached to the underside of the bridge. It will be necessary for them to move their line during construction and replace it on the new structure.

The water line that presently exists is under the jurisdiction of the North Albany Water District. It will be discontinued after the 20 inch diameter main is installed. The 20 inch diameter pipe will be placed by the district's contractor.

The plans provide for openings and connectors to install the above utilities.

RIGHT OF WAY

It is proposed to use the existing 60 foot right-of-way as established by surveys of record found in Benton County.

Control monuments as found are shown on sheet 3 of the plans.

HORIZONTAL ALIGNMENT

No change is proposed.

VERTICAL ALIGNMENT

The proposed grade is slightly above the existing centerline. The roadway approach on the north will be approximately 1 foot higher than the existing at the maximum depth. The centerlines will match to the existing a.c. of the project termini.

TYPICAL SECTION

The roadway is proposed to be 15 feet 6 inches wide on the west and variable on the east. The variable side will be from 18.5 feet to 24 feet wide on the south end and 15 to 24 feet on the north end. The east side provides for an 8 foot wide pedestrian-bike path.

The pavement thickness is proposed as follows:

- 2 inch future A.C. wearing course
- 2 inch Class "C" A.C. wearing course
- 2 inch Class "B" A.C. leveling course
- 11 inch 1"-0 aggregate base course

DRAINAGE

Drainage will be provided by constructing side ditches that flow into the lake under the bridge.

It will be necessary to reconstruct an existing driveway at Sta 5 + 00. This will entail replacing the existing culvert (which is partially buried and not flowing well) with a 12 inch diameter concrete pipe, backfilling and resurfacing.

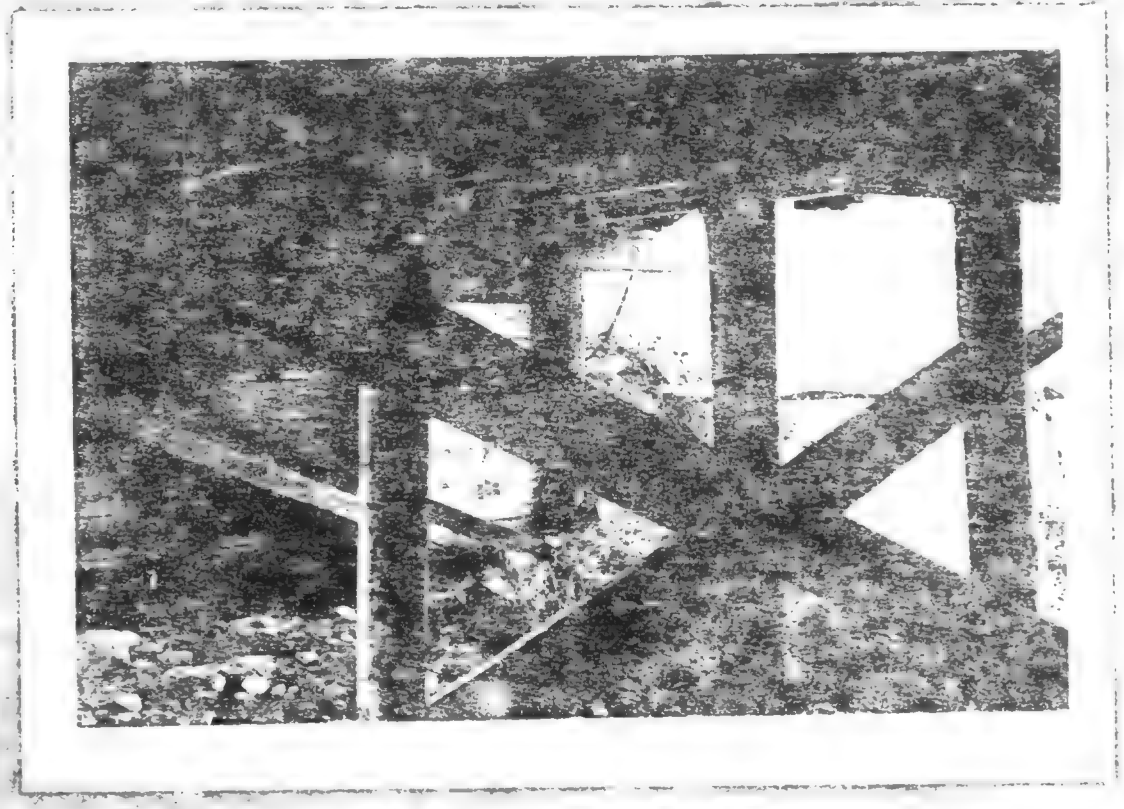
PROPOSED STRUCTURE

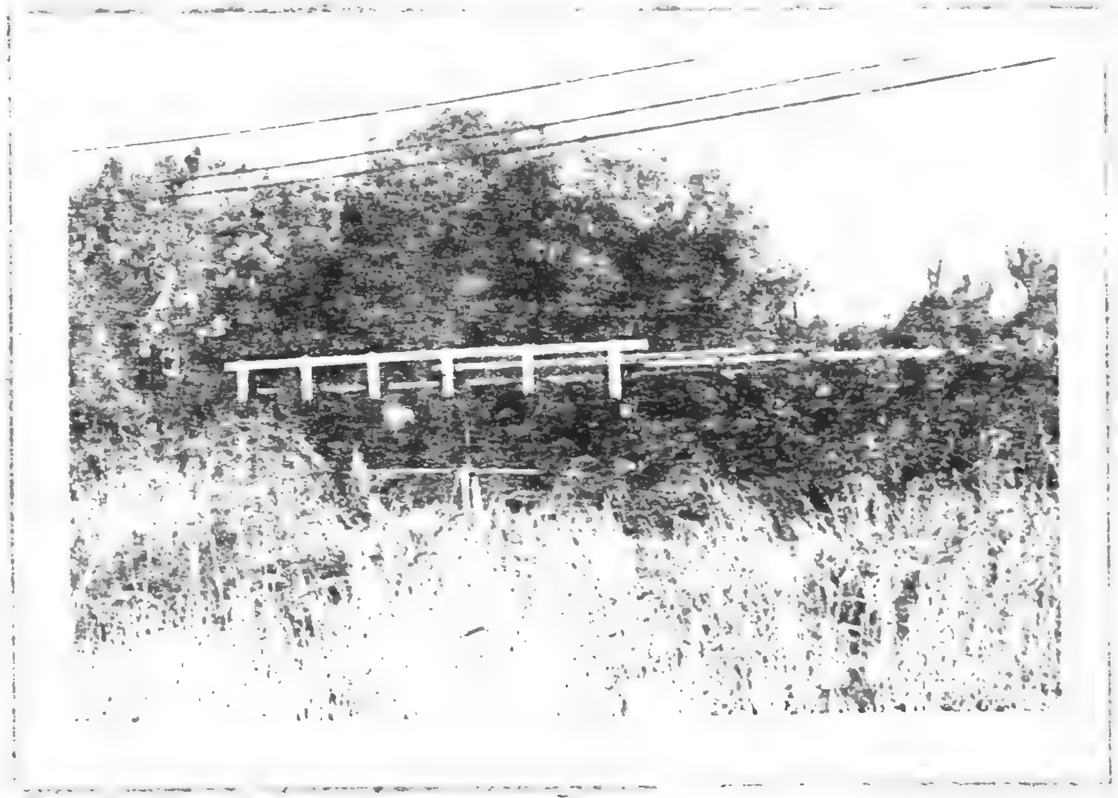
The new structure is proposed to be constructed of 26 inch deep prestressed concrete slabs, 4 feet wide and 60 feet long. Wing walls will be required on all four corners.

The foundation exploration was done by the OSHD. The soil profiles are shown on sheet 2. Since the test holes revealed layers of peat and wood it was decided to use steel piles for the foundation and to specify reinforced concrete impact panels for the approaches to the bridge.

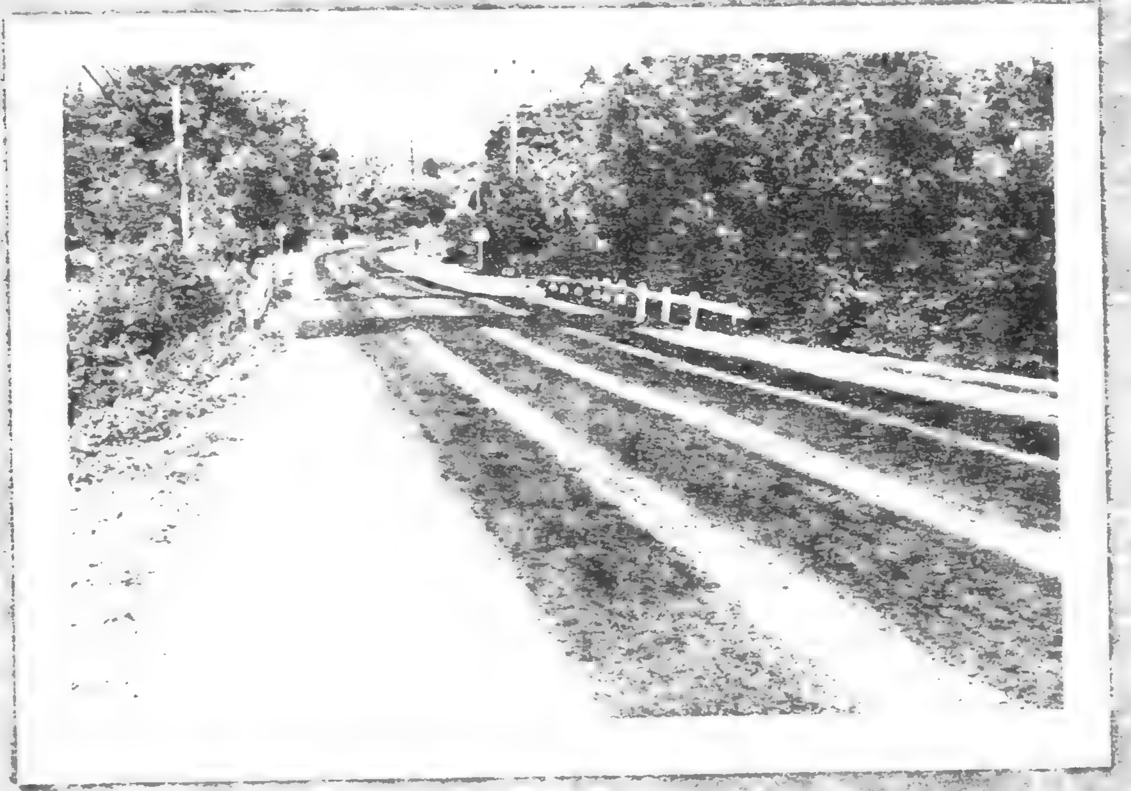
The County feels that eventually this road will be widened as future growth takes place in North Albany. We have therefore provided for that provision by designing the wing walls to be allowed to be moved outward for the widening.

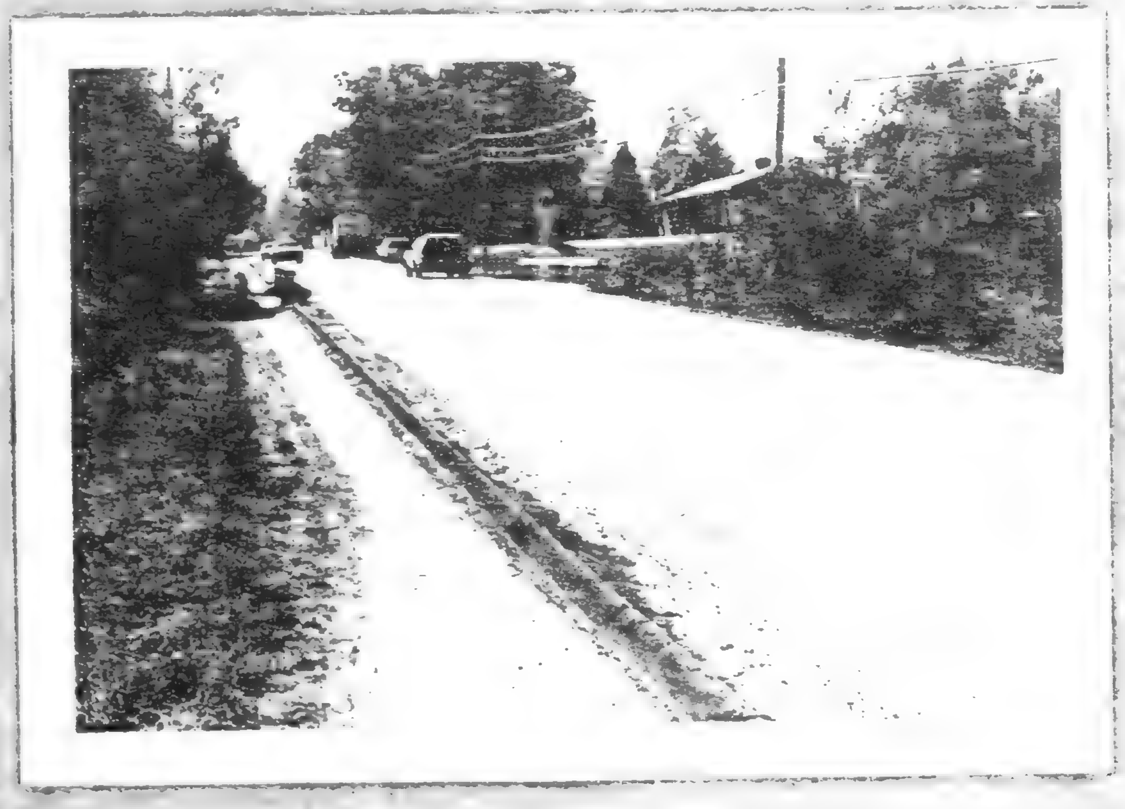
THORNTON LAKE BRIDGE

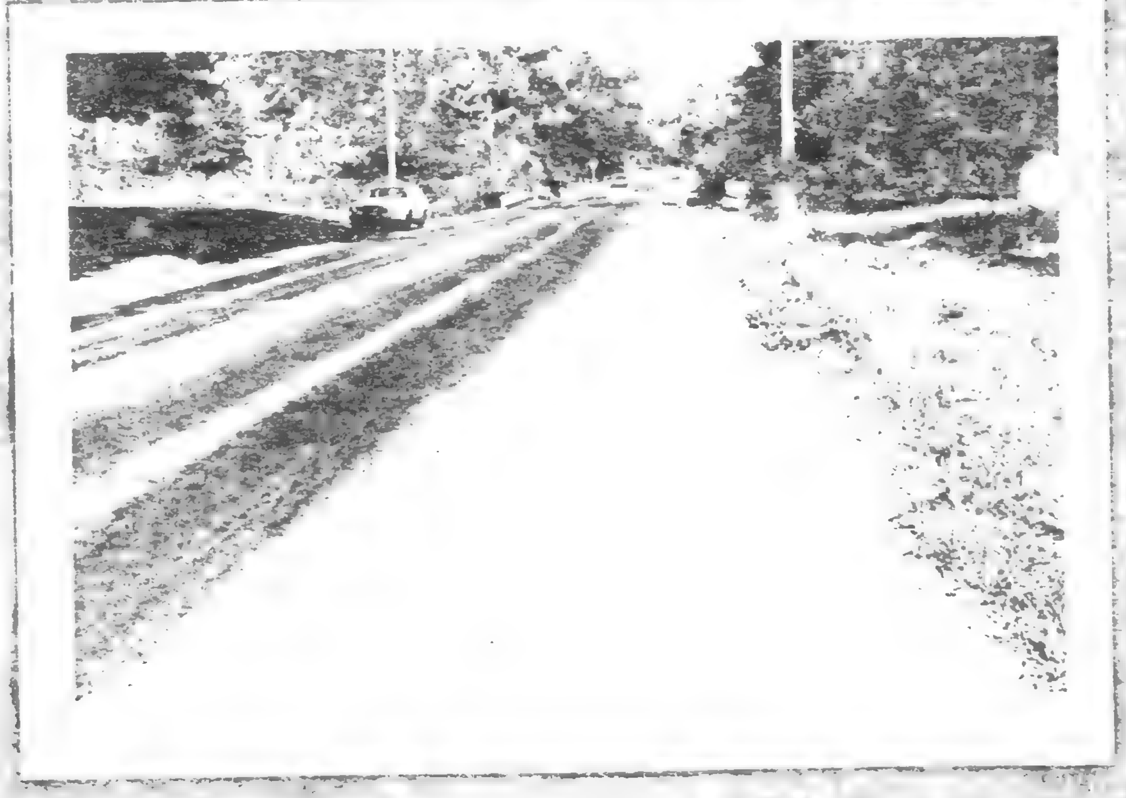




THORNTON LAKE BRIDGE







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1-80

SECTION ____ UNIT OR PART ____ Sheet 1 of 2
HIGHWAY FAS A-516 PREFIX 502-1952 COUNTY Benton

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
1	202	Bridge Removal	Lump	All	$4.00 SF	$ 4,800.00
2	203	Channel Excavation	Cu.Yd.	140	10.00	1,400.00
3	203	Channel Excavation	Cu.Yd.	10	10.00	100.00
4	251	Structure Excavation	Cu.Yd.	160	15.00	2,400.00
5	503	Furnish Driving Equipment	Lump	All	All	8,000.00
6	503	Furnish 10HP42 Piles	L.F.	320	13.00	4,160.00
7	503	Furnish 8HP36 Piles	L.F.	80	12.00	960.00
8	503	Drive Piles	L.F.	400	2.00	800.00
9	504	Class A Concrete	Lump	All	All	14,250.00
10	504A	4' x 60/65 Prestressed Concrete Slabs	Each	10	4,800.00	48,000.00
11	505	Reinforcement	Lump	All	All	3,000.00
12	508	Reinforced Concrete Bridge End Panels	Sq.Yd.	178	55.00	9,790.00
13	513	3 Tube Steel Bridge Railing	L.F.	100	60.00	6,000.00
14	513	3 Tube Modified Steel Bridge Railing	L.F.	100	65.00	6,500.00
15	513	4 Tube Steel Bridge Railing	L.F.	100	65.00	6,500.00
16	620	Loose RipRap Class 100	Cu.Yd.	95	15.00	1,425.00
		Total				$118,085.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION ______ UNIT OR PART ______ Sheet 2 of 2
HIGHWAY FAS-A-516 PREFIX 502-1952 COUNTY Benton

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	All	9%	$ 2,300.00
2	111	Temporary Barricades	Each	2	$ 125.00	250.00
3	203	General Excavation	Cu. Yd.	760	6.50	4,940.00
4	203	Extra for Waste Material	Cu. Yd.	270	4.00	1,080.00
5	222	Finishing Roadbed & Slopes	Lump Sum	All	1,500 00	1,500.00
6	233	Watering	M. Gal.	10	15.00	150.00
7	304	1"-0 Aggregate Base	Cu. Yd.	410	13.00	5,330.00
8	403	Class "C" Asphalt Concrete	Ton	305	36.00	10,998.00
9	603	10" Diameter Culvert in Place	L.F.	18	25.00	450.00
10	610	Extruded Asphalt Concrete Curb	L.F.	215	5.00	1,075.00
		TOTAL				$28,073.00
		Combined Est. Durkee				118[illegible] -
		Cont. Bid Est. [illegible]				146153 -
		Add 20% Engr Cost				29232
		Total Project Cost				175385 -

9222

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821

CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

January 10, 1980

Jack Martin
Oregon State Highway Division
3400 Spicer Road SE
Albany, OR 97321

SUBJECT: FAS - Thornton Lake Bridge, North Albany Road
(County Road # 14400)

Enclosed please find a bill in the amount of $3,903.00 from Kraus and Dalke, Consulting Engineers, for engineering on the project.

Benton county requests that the State pay the engineering firm directly.

Harold J Marx

Harold J. Marx
Operations Manager

vwr

c.c Kraus & Dalke

Enclosure

RECEIVED
JAN 14 1980
J.M. MARTIN, Res. Engr.
☐ RE ☐ AR ☐ OE ☐ CI ☐ IN

9222

Benton County Public Works Department
360 S.W. AVERY AVENUE
PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

December 14, 1979

Jack Martin
Oregon State Highway Division
3400 Spicer Road SE
Albany, OR 97321

SUBJECT: FAS - Thornton Lake Bridge, North Albany Road
(County Road 14400)

Enclosed please find a bill in the amount of $480.25 from Kraus and Dalke, Consulting Engineers, for engineering on the project.

Benton County requests that the State pay the engineering firm directly.

Harold J Marx

Harold J. Marx
Operations Manager

vwr

c.c Kraus & Dalke

Enclosure

9222

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821
CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

[illegible] 7, 1979

Jack Martin
Oregon State Highway Division
2960 East State Street
Salem, OR 97310

SUBJECT: FAS - Thornton Lake Bridge, North Albany Road
(County Road 14400)

Enclosed please find a bill in the amount of $1,892.50 from Kraus and Dalke, Consulting Engineers, for engineering on the project.

Benton County requests that the State pay the engineering firm directly.

Harold J. Marx
Harold J. Marx
Operations Manager

vwr

c.c Kraus & Dalke

Enclosure

ROUTING SLIP—DEPT. OF TRANSPORTATION
Date: 11-~~20~~19-79

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
[✓ Accounting (Highway)]
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ________
District Number ________

ATTENTION: Jim Kinnis

FROM: HR

COMMENTS:

7222

Benton County Public Works Department
360 S.W. AVERY AVENUE
PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

October 16, 1979

Jack Martin
Oregon State Highway Division
2960 East State Street
Salem, OR 97310

SUBJECT: FAS - Thornton Lake Bridge, North Albany Road
(County Road 14400)

Enclosed please find a bill in the amount of $1,143.00 from Kraus and Dalke, Consulting Engineers, for engineering on the project.

Benton County requests that the State pay the engineering firm directly.

Harold J. Marx

Harold J. Marx
Operations Manager

vwr

c.c Kraus & Dalke

Enclosure

Forwarded to
Acc't Section
10/22/79
DR

PROJECT MANAGEMENT BRANCH
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J.M. MARTIN, Res. Engr.
☒ RE ☐ AR ☐ OE ☐ CI ☐ IN

9222

September 17, 1979

James E. Blair
Director of Public Works
360 S.W. Avery
Corvallis, OR 97330

Dear Mr. Blair

This is to advise you that all documents are in order for the Thorton Lake Bridge Project.

YOu may advise your Consulting Engineer to proceed with preliminary engineering. Mr. Jack Martin, 3400 Spicer Road, Albany, 97321, phone 967-2020 has been assigend by the Highway Division as Liaison Engineer. Billings may be submitted to Mr. Martin for processing after County approval.

In accordance wiht the agreement, estimated amounts for prelinimary engineering are listed below:

Consultant	$6,780	
County	1,000	
State	6,000	(including foundation exploration)

Construction engineering costs will be determined when the project is contracted.

You should advise your Consulting Engineer to arrange a pre-preliminary engineering meeting. Items mentioned in the construction - finance agreement may be discussed and clarified at that time.

Very truly yours,

S

Phillip Stearns
REGION FEDERAL AID ENGINEER

PS/mdd

cc: L.G.P.U.
Jack Martin

9222

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

August 30, 1979

James E. Blair
Director of Public Works
360 SW Avery
Corvallis, OR 97330

Dear Mr. Blair:

Attached are two copies of the Consultant Agreement for the Thornton Lake Bridge project. The agreement has been reviewed and approved by FHWA. Please forward one copy to your consultant.

You were asked for an advance deposit of $1,070 by letter dated 11-21-78. Upon receipt of the advance deposit you will be advised the consultant may proceed with preliminary engineering.

Sincerely,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgl
cc: LGPU

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
AUG 31 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9022

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-13-79

ERAL AID PROJECT NO. RS-A516(1)

STATE PROJECT NO. See below

COUNTY NAME Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90019

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 21 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8-21
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-13-79

FEDERAL ROUTE NUMBER Secondary A516

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Thornton Lake (N. Albany Road) Bridge Section

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 31, 1979, I approve the Consultant Agreement with Kraus & Dalke, Consulting Engineers for Preliminary Engineering and Construction Engineering. Payment of a lump sum amount of $6,780 which does not include a net fee is approved for the preliminary engineering and you are authorized to proceed with that phase of the Agreement. Payment of actual cost estimated at $8,000 which includes a net fee of $1,500 for Construction Engineering is approved. This work can be approved when the project is contracted.

DATE 8-13-79

SIGNATURE OF APPROVING OFFICIAL Malach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-618

7-322

July 31, 1979

MISC. CONTRACTS and
AGREEMENTS No. 10,4

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. RS-A516(1)
Local Agency Consultant Agreement
Thornton Lake Bridge
North Albany Road, FAS-A516
Benton County/Kraus & Dalke

Attached for your consideration are two conformed copies of a Consultant Agreement for engineering services to be furnished to Benton County by Kraus & Dalke, Consulting Engineers.

A pre-award audit and selection procedure evaluation have been conducted by the State Highway Accounting Office. A copy of the audit report and pertinent coorespondence are attached,

We request your approval now of the Consultant Agreement under the provisions of FHPM 6-1-2-2, authorization to proceed with work by the consultant and the return of one approved copy of the agreement for our project file.

MCH:pf
Attachment

cc: Phil Stearns, Region 2

1222

L.

July 30, 1979

Benton County
Board of Commissioners
Courthouse
Corvallis, OR 97330

MISC. CONTRACTS and
AGREEMENTS No. 7006

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Thornton Lake Bridge Section of North Albany Road in Benton County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 24, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Benton County

Benton County is requesting the authorization of the construction of a bridge over a portion of Thornton Lake on N. Albany Road, FAS-A516. Bridge will be approximately 40 feet long and a 40 foot roadway, and a 8 foot sidewalk on the easterly side. The approaches to the bridge are to be in the contract. County will acquire additional right-of-way. Engineering will be by consultant. PE was approved by the Transportation Commission on August 15, 1978. See attached sketch for location. In Summary:

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Benton County	Thornton Lake (W. Albany Rd.) Br. FAS A516 - approximately 450 feet	$177,000	$156,000	$10,500	$10,500

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

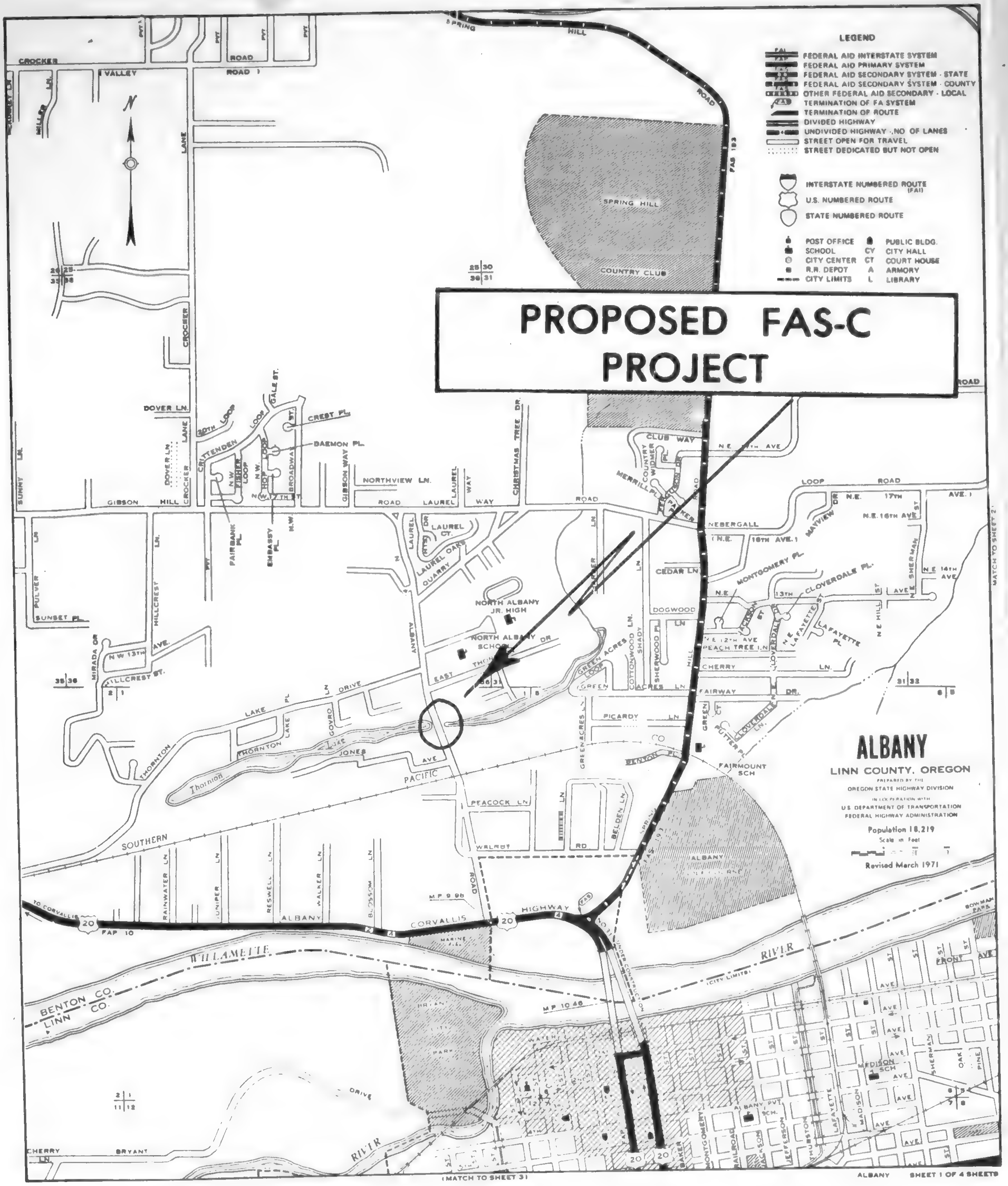
Approved

H S Coulter
State Highway Engineer

Date 5/29/79

HR:pf
Attachment

81-125-1387



PROPOSED FAS-C PROJECT

LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY -, NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG.
SCHOOL
CY CITY HALL
CITY CENTER
CT COURT HOUSE
R.R. DEPOT
A ARMORY
CITY LIMITS
L LIBRARY
ALBANY
LINN COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 18,219
Scale in Feet
Revised March 1971
SPRING HILL ROAD
FAS 193
SPRING HILL
COUNTRY CLUB
CROCKER
VALLEY ROAD
GIBSON HILL ROAD
LAUREL WAY
CHRISTMAS TREE DR.
NORTHVIEW LN.
NORTH ALBANY JR. HIGH
NORTH ALBANY SCHOOL
THORNTON LAKE
THORNTON LAKE DRIVE
JONES AVE
SOUTHERN PACIFIC
PEACOCK LN
WALNUT
NEBERGALL
LOOP ROAD
FAIRWAY DR.
CHERRY LN.
FAIRMOUNT SCH
ALBANY
TO CORVALLIS
20
FAP 10
ALBANY CORVALLIS HIGHWAY
WILLAMETTE RIVER
BENTON CO.
LINN CO.
BRYANT PARK
MADISON SCH
BOWMAN PARK
(MATCH TO SHEET 3)
MATCH TO SHEET 2
ALBANY SHEET 1 OF 4 SHEETS

9222

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY ACCOUNTING 378-2877
DEPT. TELEPHONE

TO: Vernon E. Skoog Vern
Controller

DATE: July 23, 1979

FROM: Dettmar W. Jones D.W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Kraus & Dalke/Benton County
Thornton Lake Bridge sect. N. Albany Rd.

General

By memo to you dated June 15, 1979 D.E. Swan requested subject review. Benton County negotiated the Agreement with Consultant to provide preliminary and construction engineering services related to subject highway improvement.

Consultant proposes a lump sum of $6,780 for P/E, and actual costs plus a fixed fee of $1,500 for C/E not to exceed $8,000.

My prior audits of Consultant's records and procedures have found proper allocation and documentation of costs.

Consultant Selection

County submitted an explanation of its selection procedure, reasons for its choice and copies of correspondence with all bidders in support of its choice.

Labor

Exhibit "A" details the estimated manhours and salary rates. The arithmetic is correct. The rates appear to be reasonable in comparison with prior billings. Reasonableness of proposed manhours is implicit in the approval of the proposal by County and OSHD engineering staffs.

Overhead

The schedule submitted in the proposal is acceptable as a provisional rate.

Fixed Fee

This is the only remaining cost factor in the proposal. Consultant explained that the fee, although stated only in the C/E schedule, applies to both P/E and C/E. The rate of about 10% is reasonable.

Conclusion

I recommend approval of the subject proposal. The additional information requested of and received from both Consultant and County necessitated some delay in completing this evaluation, but the proposal is now acceptable.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
[illegible] State Highway Division

DWJ:cw

cc: Phil Stearns
D. E. Swan
R. J. Hacek

KRAUS & DALKE
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY SHOPPING CENTER
POST OFFICE BOX 146
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

TELEPHONE 503-928-2583

REGION 2 ENGINEER
RECEIVED
JUL 16 1979
RE RCE RME RTE
GEO ENV

July 12, 1979

Mr. Phil Stearns
Regional Federal Aid Engineer
Dept. of Transportation
East State Highway Building
Salem, OR 97310

Re: Engineering Agreement-Thornton Lake Bridge (79-57)

Dear Mr. Stearns:

In response to your telephone inquiry regarding the Construction Engineering Fixed Fee schedule in the aforementioned agreement, I offer the following explanation.

Our design proposal was based upon the placement of two test piling in design position, for the determination of pile lengths, in lieu of the standard subsurface borings. Personal knowledge of general ground conditions in this area and review of well logs indicated to us that the placement of pile would obtain the data required and would result in a cost effective expenditure. The placement of these piles and the funding thereof under the Construction Budget, as you are aware, was rejected by either the State or Feds. Our engineering proposal to the County addressed a lump sum fee for the preliminary engineering without consideration of subsurface exploration costs based upon the afore alternative. As a result of the lump sum fee, the rejection of test pile and the present need to secure some definitive ground data we are presently forced to budget for subsurface exploration within the agreed to lump sum fee, resulting in the work exceeding the budget. We, therefore, felt justified in attempting to recover some of the preliminary engineering losses by increasing our Construction Engineering Fixed Fee.

Attached herewith is the salary breakdown for the Construction Engineering.

Please advise me if any additional data or explation is required in this project's review. Benton County and ourselves are most anxious to have this project underway and constructed at the earliest date possible.

Yours truly,

Howard G. Kraus, P.E.

HGK:jg

Attachment

cc Benton County

BREAKDOWN OF DIRECT SALARY AND DIRECT NONSALARY COST
CONSTRUCTION ENGINEERING

Direct Salary Cost

Personnel	Man Hours	Rates of Pay	Estimated Cost
Registered Engineer	10	15.87	$ 158.70
Project Engineer	80	10.50	840.00
Field Engineer	118	8.10	955.80
Technician	110	6.92	761.20
Secretary	60	4.79	287.40
	TOTAL		$3003.10

Direct Nonsalary Cost

Travel & Per Diem	N.A.
Office & Equipment	N.A.

EXHIBIT A (Page 5)

9222

5-23-79

☒ ACTION ☐ INFO

☒ FILE

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson	Polk
Baker	Sherman
Douglas	Wallowa
Deschutes	Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

Form 81-731-0027 (9-77)

Mr. William Penhollow
May 21, 1979
Page 2

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane
Benton ✓
Umatilla
Jackson
Marion
Union
Lake

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

Bill Penhollow

William Penhollow, Executive Assistant
Association of Oregon Counties

Date May 24, 1979

7222

Benton County Public Works Department
360 S.W. AVERY AVENUE
PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

REGION 2 ENGINEER
RECEIVED

May 14, 1979

Mr. Phillip O. Stearns
Region II - Federal Aid Engineer
2960 East State Street
Salem, Oregon 97310

Dear Phil:

This letter is to notify you of our selection of the firm of Kraus & Dalke, Consulting Engineers of Albany, as engineers to complete design and construction work on the North Albany Road - Thornton Lake Bridge replacement project. We solicited proposals from six qualified engineering firms. The firms were:

CH2M - Hill in Corvallis
HGE Inc. -- Albany & Coos Bay
Regional Consultants - Corvallis
J.M. Montgomery - Salem
Devco Engineering - Corvallis

The Kraus & Dalke Proposal was selected for the following reasons:

1. The firm has performed quite well on previous County F.A.S. bridge projects.
2. The firm is well qualified.
3. The firm is located within ½ mile of the project which will save substantial travel time and fuel for motor vehicles.
4. The firm is very familiar with the bridge, the flood & drainage patterns and the sub-strata soils.
5. The firms price proposal was reasonable.
6. The firm has a very sound and unique approach to providing test data for foundation pile bearing capacity (why waste $2,000 - $3,000 for soil boring when we have numerous well borings near the project and can utilize test piles to determine pile length into the gravelly stratta.) We have had numerous geological investigations in the area which should be utilized and test piles can be utilized in the construction of the bridge.

7. Kraus & Dalke can complete the preliminary engineering phase within 60 days of approval, which will allow construction in the late summer of 1979 and will allow coordination with a new water main to be located on the bridge.

If you need further information on the consultant selecting please feel free to contact this office.

Sincerely,

James E. Blair

James E. Blair, P.E.
Director of Public Works

cc: County Commissioners
    Kraus & Dalke

JEB:ecc

9222

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

REGION 2 ENGINEER
RECEIVED
RLE RPE RE RCE RME RTE ROE ULE GFO RSO ENV RFE

May 14, 1979

Mr. Richard Dalke
Kraus & Dalke
Consulting Engineers
276 N.W. Hickory Street
North Albany Shopping Center
Box 146
Albany, Oregon 97321

Dear Mr. Dalke:

Benton County is pleased to accept your general proposal for preliminary and construction engineering on the North Albany Road -- Thornton Lake bridge reconstruction. You were selected from six consulting firms from whom we solicited proposals. Please submit an engineering agreement in the required Federal Aid format. Upon approval of the agreement and authorization from the State of Oregon, we expect that you will proceed with the project.

Please excuse the delay in notification which was caused by my unplanned absence from work.

Sincerely,

James E. Blair

James E. Blair, P.E.
Director of Public Works

cc: Phil Stearns, O.D.O.T.
Commissioners

JEB:ecc

KRAUS & DALKE
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY SHOPPING CENTER
POST OFFICE BOX 146
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

TELEPHONE 503-928-2583

March 30, 1979

Mr. James Blair, P.E.
Benton County Public Works
360 Avery Street
Corvallis, OR 97330

Re: Thornton Lake Bridge Project

Dear Mr. Blair:

This letter is a followup of our proposal of March 29, 1979. The construction engineering indicated in our letter was intended to be a maximum figure based on the estimated construction cost of $150,000 (8%). It does not appear to us that the construction cost will be that much. Realistically, the construction engineering should be around $8000 more or less depending on the extent of approach work required. We, therefore, wish to revise our construction engineering fee to $8000. We thank you for considering this firm for your project. If you need any additional information or clarification, please give me a call.

Yours truly,

Richard Dalke

Richard Dalke, P.E.

RD:jg

REGISTERED PROFESSIONAL ENGINEERS IN OREGON, WASHINGTON, WYOMING, NORTH DAKOTA

KRAUS & DALKE
CONSULTING ENGINEERS
276 N.W. HICKORY STREET
NORTH ALBANY SHOPPING CENTER
POST OFFICE BOX 146
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

TELEPHONE 503-928-2583

March 28, 1979

Mr. James E. Blair, P.E.
Benton County Public Works
360 S.W. Avery Avenue
Corvallis, OR 97330

Re: Engineering Proposal for
Thornton Lake Bridge

Dear Mr. Blair:

Thank you for requesting the firm of Kraus & Dalke for a proposal on the Thornton Lake Bridge project. Our proximity to this project makes it very convenient for our crews to reach the site (less than 1/2 mile). We would propose to perform the preliminary engineering for a fixed fee of $6780. This would include preparing the agreement, pre-design conference, utility coordination, hydraulic study, vicinity map, foundation investigation, plans, specifications, quantities, bid sheets and advertisement for the structure and grading work for the approaches.

As a part of the design process we would propose that the County engage a contractor under Kraus & Dalke direction to drive two test piles, in design location, so that more accurate pile lengths can be specified in the bidding procedure. We would further suggest that the County request approval from the State to call for bids in Corvallis, rather than Salem, and thereby help expedite the project's construction. We will have the plans and specifications prepared and submitted for State review within 15 calendar days following placement of the test piles or 60 days following approval of agreement if test piles are not used.

Construction engineering is proposed to be done on a time and materials basis comprised of the following functions:

1. Furnish all lines and grades
2. Review all shop drawings and rebar details
3. Provide all on-site construction inspection for construction of the structure and grading
4. Obtain, prepare and forward samples to the State's materials testing laboratory for testing such material as are required from the job site
5. Prepare weekly construction reports and monthly estimates

REGISTERED PROFESSIONAL ENGINEERS IN OREGON, WASHINGTON, WYOMING, NORTH DAKOTA

6. Prepare change orders and price agreements
7. Conduct final inspection
8. Prepare final reports and "As constructed" drawing

Construction engineering fee will include a fixed fee amount ($1500) for profit, total not to exceed $12,000. Our rate schedule will be provided to you after we have notification of acceptance of this proposal.

Is this based on the application estimate? ($150,000)

Kraus & Dalke has been certified to perform both preliminary engineering and construction engineering on federal aid projects. As you will recall we provided the engineering services on your Evergreen Creek Bridge project. In addition to that project we did the DeFord Creek Bridge for Linn County, Beaver Creek Bridge for Aumsville, Beech Street-Scio and the Depoe Bay Harbor Drive project under the Safer Off-Systems Program. The Depoe Bay project has been designed and will be constructed this summer. We have experienced staff personnel to perform the necessary testing or sampling as required.

Our firm is experienced to perform this work and you may rest assured our best effort will be put forth to insure a completed project that will be utilitarian and within budget limitations.

We look forward to working with you on this project. If you need any additional information, please do not hesitate to contact me.

Yours truly,

Richard Dalke, P.E.

RD:jg

March 9, 1979

Benton County
Board of Commissioners
Courthouse
Corvallis, OR 97330

MISC. CONTRACTS and
AGREEMENTS No. 6762

Attention: County Clerk

Gentlemen:

Attached for your records are fully executed copies of the following agreements:

1) The Thornton Lake Bridge Section of North Albany Road

2) The Soap Creek Road Junction-Mile Point No. 1 Section of Sulpher Springs Road and the Sulpher Springs Road Junction-Writsman Creek Drive Section of Soap Creek Road

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

9222

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section:	Thornton Lake Bridge	Date	January 4, 1979
Highway:	F.A.S. A516 (North Albany Rd.)	Ten Year Traffic Coefficient	7.2
County:	Benton	18 kip s.a. per day	38.4
Prefix:	502-1952	R value	11
Res. Engr.	Jack Martin	Frost Penetration	- - - -
		CBE Total Requirement	22.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C.	8.0
14.0"	A.B. (1.0"-0)	14.0
18.0"		22.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Robert Prange

7222

November 21, 1978

Benton County
Board of Commissioners
Courthouse
Corvallis, Oregon 97338

Attn: Mr. Jim Blair
County Engineer

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Thornton Lake (N. Albany Rd.) Bridge Section RS-A516(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$15,000.00
Federal Funds	12,860.00
Balance	$ 2,140.00
Local Share:	
½ of $2,140 = $1,070	

Rec'd 9/18/79
Informed Phil Stearns

Please make your check in the amount of $1,070.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc
bc w/AD#536: Vern Skoog-Please return completed AD#536 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A516(1)

STATE PROJECT NO. See below

COUNTY NAME Benton

PROGRAM NO.

ITEM NO. 90019

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon
11-7-78

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

Copies to
Gifford
Carlsen
Traut
Region 2
H. Reynaldson

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 11-7-78	FEDERAL ROUTE NUMBER	Secondary A516
		STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Thornton Lake (N. Albany Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify) TEC NTE $15,000 - F.F. $12,860

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-24-78 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-78		for Division Administrator

FORM PR-1240 (REV. 8-70) · EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9222

L.

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 30, 1978

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

Thornton Lake Bridge
Benton County
FAS-A, N. Road
Navigability

Your letter of September 13, 1978 addressed the subject of navigability for the Thornton Lake Bridge in Benton County, Oregon and included a questionnaire entitled "Factual Characteristics for Navigability Determinations." The questionnaire has been completed and is attached. Also attached are four photos of the bridge site and a copy of a sketch showing the location of the bridge.

As indicated by the photos the subject bridge will span a plugged channel and the general area is very brushy. This is a land-locked shallow lake which serves no navigational interest and should not be classed as navigable.

Walter J. Hart
Structural Design Engineer

R. W. Ellison
Assistant Structural
Design Engineer

Attachments

cc E. S. Hunter
D. H. Moehring
Gary Potter
C. O. Fredrickson

RECEIVED
TECHNICAL [illegible]
OCT [illegible]
REFER TO
FOR

Form 81-731-002[illegible]

9222

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 24, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90019
Project No. RS-A516(1)
Thornton Lake (N. Albany Rd.) Bridge Sec.
Benton County

Enclosed is data for the subject project.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $15,000 with an obligation of $12,860 in federal aid funds.

Copies of State Clearinghouse and District 4 Clearinghouse A-95 Review letters of approval have been previously forwarded.

CL:lml

cc: C. O. Fredrickson (Reg. 2)
Hal Reynoldson

Budget Bureau No. 41-R2967
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 10-25-78

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
		Co. Rd., approx. 1/4 mi. N. of Albany		6,500 (69)	N/A (70)	98 (71)	10 (72)	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)	PL. AUTH YR (73)(74)	PROJECT NUMBER PREFIX LETTER'S' (75) 14	NUMBER 23 7
	Preliminary Engineering									RS-A516

CARD
CLASS OF FEDERAL FUNDS Rural Secondary
NAME OF URBAN AREA --------

COUNTY NAME Benton

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	A516	Co. Rd.	---

CARD	LINE NO. (14 15)	CHANGE CODE 15	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (58)(59)	TOTAL ESTIMATED COST (66)	ESTIMATED PROJECT COST BY PHASES FEDERAL FUNDS (67) (73)	STATE FUNDS	OTHER FUNDS
5					PE		"Thornton Lake (N. Albany Rd.) Bridge Section."	0.05	15,000	12,860	1,070	1,070 (Co.
5					ROW							
5					CONST (CODE)							

CARD	CODE	PREPARED BY		PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	1		CL		0.05	15,000 (16)	12,860 (23)(24)	1,070 (29)	1,070 (Co.
	14	PROGRAM APPROVAL DATES	10-13-78						

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-25-78

CT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., approx. 1/4 mi. N. of Albany		6,500	N/A	98	10	Oregon	41	075	90019

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI. DESIG.
ering									RS-A516	(1)	

ndary

COUNTY NAME	Benton	CODE 003	PROGRAM STAGE	☐ 1 OR ☐ 2
ROUTE NO. S	FEDERAL-AID A516	STATE Co. Rd.	U.S. ---	

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.05	15,000	12,860	1,070	1,070 (Co.)	
OW								
NST ODE)		"Thornton Lake (N. Albany Rd.) Bridge Section."						ROW-60' normal; Access Control-none; Parking Restrictions-none.
CL		PROJECT TOTALS	0.05	15,000	12,860	1,070	1,070 (Co.)	

OVAL DATES 10-13-78

REMARKS

-over-

USCOMM DC 48905-P61

THORNTON LAKE (N. ALBANY RD.) BRIDGE SECTION
PROJECT NO. RS-A516(1)

Existing Facilities:
Roadway -- 20' macadam surface with 2' gravel shoulders.
Structure- 40' wood structure on timber piling, HC 27'.

Adjacent Facilities: Same as existing facility.

Project Data: Work under this project consists of preliminary engineering, all phases including utility preparatory work for the future construction necessary to replace the existing structure with a 40-foot prestressed concrete bridge with a horizontal clearance of 40 feet and necessary widening of approach roadways.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-[illegible] Requirements: State and District 4 Clearinghouse A-95 review approval letters dated October 3, 1978 and September 27, 1978 respectively.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on September 18, 1978.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan and Federal Regulations and Statutes.

Note:
1) This project is in Congressional District No. 2.
2) Added to 6 Year Highway Improvement Program by Commission on August 15, 1978.

4222

L

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

D
OCT 11 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Thornton Lake Bridge BENTON

DATE: October 3, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10-11-78
Copies to:
G. L. Green
~~H. S.~~ Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
C. O. Fredrickson
R. Kuehn
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

8-25-78
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
1978
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #:____________________ Due Date:________________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Pl

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By________________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION

PNRS STATE REVIEW

Project #: [illegible] Due Date: SEP 29 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

See attached comments.

Agency Fish and Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 9/27/78

PNRS 7809-2-040

The Oregon Department of Fish and Wildlife has no objection to the Thornton Lake Bridge project in Benton County providing the following conditions are observed during construction.

1. Measures are taken to minimize turbidities.

2. No pollutants, especially but not limited to petroleum products, fresh concrete, and silt are allowed to enter the waterway.

3. Soils disturbed by the project will be stabilized and revegetated immediately following construction.

4. All project debris is removed from the lake up to its normal high water line.

5. Please coordinate the planning and implementation of this project with our district fish and wildlife biologists. They are Harold Sturgis (Corvallis, 757-4186) for wildlife and John Haxton (McMinnville, 472-8444) for fish.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 18, 1978

In reply refer to: HFO.2-OR

SUBJECT: Project Assessment
Thornton Lake Bridge
FAS-A516, N. Albany Rd.
Benton County

FROM: G. L. Green, Division Administrator

TO: Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's August 18, 1978, letter has been received.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 2, Env)

Environmental Section
September 20, 1978

D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
C. O. Fredrickson
Eddie Welsh
H. C. Johnson
William Fretwell
Gerald Wimer
B. L. Gifford
Don Keyes (8)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-A516(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 18, 1978

Section Thornton Lake Bridge

Unit (if appl)

County Benton FAS-C

City

Highway FAS-A516, N. Albany Rd. 0502

State Hwy. No. FAS-C A516

Termini: M.P.(if appl)

Length 500 feet ±

Region 2

Construction Estimate $195,000
Program Amount

B. Purpose of Project: The proposed project is to replace the existing pile supported wooden structure with a wider prestressed concrete structure designed for present day traffic volumes and loading, and that can be modified to future traffic demands.

C. Origin & History of Project: The project is being advanced by administrative action of the Benton County Public Works Department. A Federal Aid Project Request dated June 9, 1978 has been forwarded for processing.

D. General Description of Project: The existing structure would be removed and a new structure constructed in the same location. Provisions for detouring pedestrian and automotive traffic around the bridge site would be required.

Alignment: New ___ Existing X Combined ___

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 6500; Projected ADT 13,000; Yr. 2000

Existing Level of Service C - D

Pr posed Facility: Projected ADT 13,000; Yr. 2000

Projected Level of Service Not determined

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 4

Acres 0.1; Type of Relocation Req. None; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:
A small amount of surfacing and fill material would be required. Commercial sources are available to supply these items.

Type of Structure(s):
The existing structure is constructed of wood and supported on wood pile bents, and is 40 feet long and 27 feet wide. A prestressed concrete slab structure is proposed.

Brief Description of River or Stream and Type of Involvement, if any:
Thornton Lake is a narrow linear body of water approximately a mile in length and is formed by a high water table rising above the floor of an ancient Willamette River watercourse. Instream work would be confined to the removal and replacement of piling.

Local City, County or COG priorities of project:

A Benton County priority.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Minor modifications to the existing alignment will be considered to provide for future expansion of the highway and bridge to accommodate anticipated traffic increases.

Other Descriptive Information or Comments:
A pedestrian/bikepath would be constructed along the easterly side of the bridge to maintain an existing path that extends along the highway.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The terrain is the flat to gently rolling land form of the ancient flood plain of the Willamette River. Thornton Lake is an old watercourse that has been cut off from the present river channel. Water level in the lake is generally controlled by the surrounding water table and there is no discernable water current except during periods of high surface water runoff when overflow water drains to the northeast into the Willamette River. Generally, the lake is open water, however, there are dense patches of water lillies growing in several locations and cattails, reeds, and water grass grow along the water's edge. The sloping banks of the lake above the water's edge are densely covered by an overstory intermix of willows, Oregon Ash, seedling fruit trees, and a few scattered Douglas Firs. Ground cover is wild blackberries, weeds, and grass.

   Soils of the terrace lying above the lake are silty clay loams of the Malabon association that have formed in the alluvium of the broad terraces of the Willamette flood plain. These soils are well drained and have a low erosion hazard potential.

   Wildlife species are those that have adopted to living within a developing residential community. Aquatic life in the lake are those that thrive in a relatively warm water habitat and may include warm water game fish as well as several species of rough fish.

2. Cultural: Thornton Lake extends through a residential farming community lying north of the Albany city limits. Roadside culture is one of a farming community changing to a low density residential area. The present zoning is RU 1/2: single family residences on 1/2 acre minimum size lots. Permits for additional residential development in the area have been approved by Benton County. Thornton Lake and the narrow side slopes leading into the lake have been zoned as a flood plain area. Although the natural vegetation in the area has been significantly altered by farming and scattered residential development, some remains along fence rows and as landscaping around homesites. Domesticated trees and shrubs have also been added reinforcing the rural atmosphere of the area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Approximately 0.1 acre of land would be required in linear strips adjacent to the existing right of way, and would be within the flood plain area.

2. Estimated Impact on Traffic Patterns:

   Temporary interruption of traffic during construction.

   Consequences--Air Quality, Noise, Safety, etc.:

   The bridge replacement would have no impact on ambient air quality or noise levels except for possible temporary impacts of construction. Two residences adjacent to the construction site may be affected by excessive noise from activities such as pile driving or the use of pneumatic tools.

3. Estimated Impact on Land Use:

   No impacts on land use are anticipated.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   Disturbance of lake bottom from replacement of piling would cause temporary increases in turbidity.

   Consequences:

   Slightly degraded aquatic conditions for the short period required to replace piling.

5. Expected Impact on Cultural and Scenic Resources:

   None anticipated.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Replacing an existing structure would be unrelated to any changes in ambient air quality.

b. Noise Standards
A noise study will be required.

c. Water Quality Standards
Enforcement of standard specifications that are a part of all contracts assures protection of water quality during construction activities.

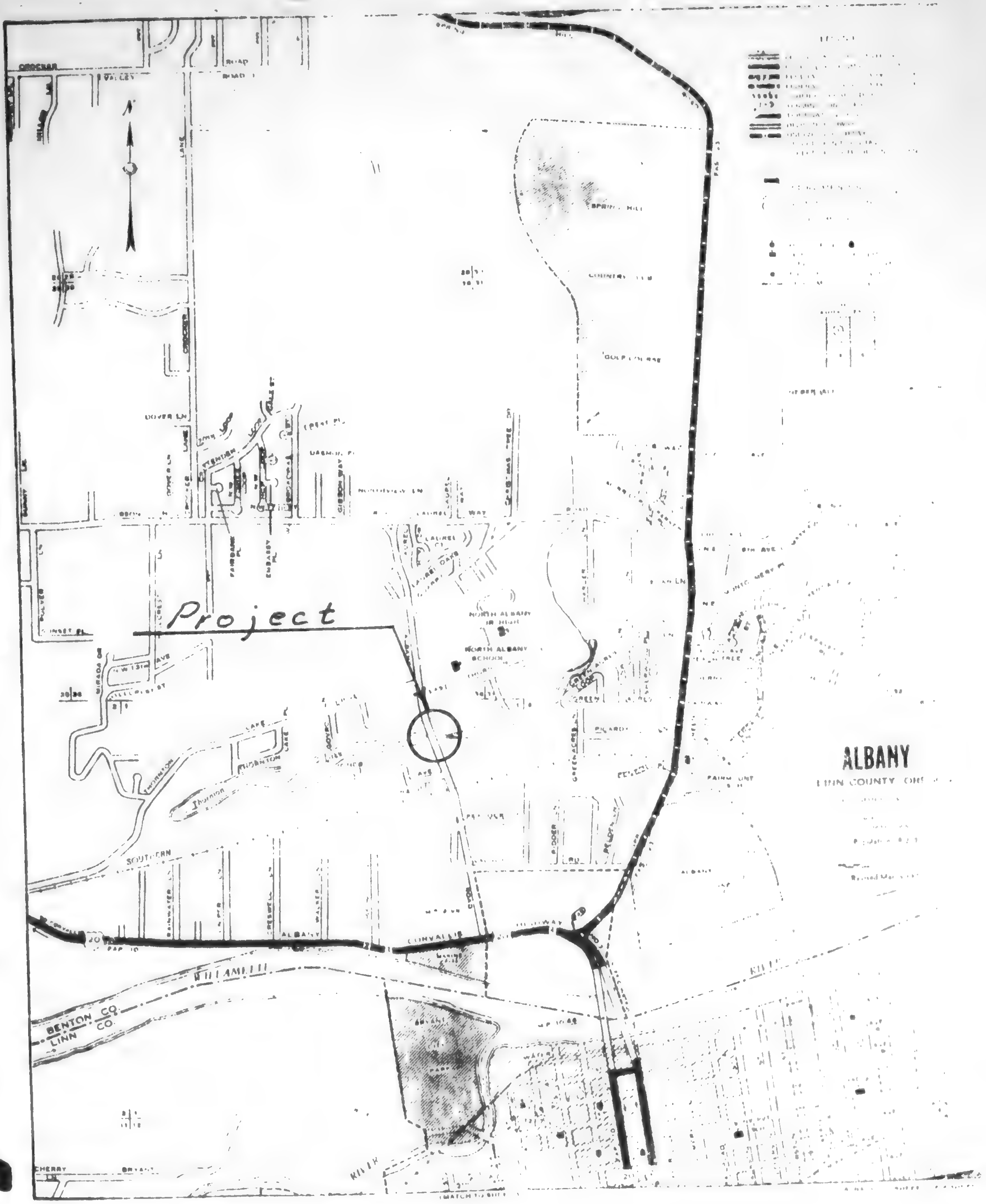
d. Area Land Use and Transportation Plans, and Zoning
The proposed project is consistent with existing Benton County transportation plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		X--NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
In accordance with FHPM 7-7-2 paragraph 10 (e) projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4



Project
ALBANY
LINN COUNTY, ORE
SPRING HILL
COUNTRY CLUB
GOLF COURSE
NORTH ALBANY JR HIGH
NORTH ALBANY SCHOOL
DOVER LN
CROCKER
VALLEY
LAUREL WAY
FAIRBANK PL
EMBASSY PL
SUNSET PL
W 13TH AVE
THORNTON LAKE
Thornton
SOUTHERN
CORVALLIS
HIGHWAY
ALBANY
WILLAMETTE
BENTON CO.
LINN CO.
RIVER
CHERRY
BRYANT
FAIRMOUNT
GREEN ACRES
PICARD

9222

L

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 25, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Oregon District 4 Council of Governments
#7 Wellsher Bldg.
Corvallis, Oregon 97330

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 4
Section: Thornton Lake Bridge, Benton Co.
Highway: FAS-A 516, N. Albany Rd.
County: Benton

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 25, 1978.

BLG: pf

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2 , C. O. Fredrickson
District 4, H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
[illegible] 3 '78
REFER TO

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway

03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01	12] PROJECT TITLE [71 Thornton Lake Bridge, Benton Co.

11	12] PROJECT LOCATION—CITY FAS - A 516 N. Albany Rd.	PROJECT LOCATION—COUNTY Benton	PROJECT LOCATION SEC: T:

05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
06	12] The proposed project is to replace the existing pile supported wooden structure [71
07	12] designed for present day traffic volumes and loading, and that can be modified [71
08	12] to future traffic demands. [71
09	12] [71
10	12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	167,700	- -	13,650	13,650	- - -	195,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: August 25, 1978	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	September	25	1978

ADDITI AL INFORMATION—ALL APPL ANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 25, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-A516(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 18, 1978

Section Thornton Lake Bridge

Unit (if appl)

County Benton FAS-C

City

Highway FAS-A516, N. Albany Rd. 0502

State Hwy. No. FAS-C A516

Termini: M.P.(if appl)

Length 500 feet ±

Region 2

Construction Estimate $195,000
Program Amount

B. Purpose of Project: The proposed project is to replace the existing pile supported wooden structure with a wider prestressed concrete structure designed for present day traffic volumes and loading, and that can be modified to future traffic demands.

C. Origin & history of Project: The project is being advanced by administrative action of the Benton County Public Works Department. A Federal Aid Project Request dated June 9, 1978 has been forwarded for processing.

D. General Description of Project: The existing structure would be removed and a new structure constructed in the same location. Provisions for detouring pedestrian and automotive traffic around the bridge site would be required.

Alignment: New ___ Existing X Combined ___

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 6500 ; Projected ADT 13,000 ; Yr. 2000

Existing Level of Service C - D

Proposed Facility: Projected ADT 13,000 ; Yr. 2000

Projected Level of Service Not determined

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 4
Yes, No

Acres 0.1 ; Type of Relocation Req. None ; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:
A small amount of surfacing and fill material would be required. Commercial sources are available to supply these items.

Type of Structure(s):
The existing structure is constructed of wood and supported on wood pile bents, and is 40 feet long and 27 feet wide. A prestressed concrete slab structure is proposed.

Brief Description of River or Stream and Type of Involvement, if any:
Thornton Lake is a narrow linear body of water approximately a mile in length and is formed by a high water table rising above the floor of an ancient Willamette River watercourse. Instream work would be confined to the removal and replacement of piling.

Local City, County or COG priorities of project:

A Benton County priority.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Minor modifications to the existing alignment will be considered to provide for future expansion of the highway and bridge to accommodate anticipated traffic increases.

Other Descriptive Information or Comments:
A pedestrian/bikepath would be constructed along the easterly side of the bridge to maintain an existing path that extends along the highway.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The terrain is the flat to gently rolling land form of the ancient flood plain of the Willamette River. Thornton Lake is an old watercourse that has been cut off from the present river channel. Water level in the lake is generally controlled by the surrounding water table and there is no discernable water current except during periods of high surface water runoff when overflow water drains to the northeast into the Willamette River. Generally, the lake is open water, however, there are dense patches of water lillies growing in several locations and cattails, reeds, and water grass grow along the water's edge. The sloping banks of the lake above the water's edge are densely covered by an overstory intermix of willows, Oregon Ash, seedling fruit trees, and a few scattered Douglas Firs. Ground cover is wild blackberries, weeds, and grass.

   Soils of the terrace lying above the lake are silty clay loams of the Malabon association that have formed in the alluvium of the broad terraces of the Willamette flood plain. These soils are well drained and have a low erosion hazard potential.

   Wildlife species are those that have adopted to living within a developing residential community. Aquatic life in the lake are those that thrive in a relatively warm water habitat and may include warm water game fish as well as several species of rough fish.

2. Cultural: Thornton Lake extends through a residential farming community lying north of the Albany city limits. Roadside culture is one of a farming community changing to a low density residential area. The present zoning is RU 1/2: single family residences on 1/2 acre minimum size lots. Permits for additional residential development in the area have been approved by Benton County. Thornton Lake and the narrow side slopes leading into the lake have been zoned as a flood plain area. Although the natural vegetation in the area has been significantly altered by farming and scattered residential development, some remains along fence rows and as landscaping around homesites. Domesticated trees and shrubs have also been added reinforcing the rural atmosphere of the area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Approximately 0.1 acre of land would be required in linear strips adjacent to the existing right of way, and would be within the flood plain area.

2. Estimated Impact on Traffic Patterns:

   Temporary interruption of traffic during construction.

   Consequences--Air Quality, Noise, Safety, etc.:

   The bridge replacement would have no impact on ambient air quality or noise levels except for possible temporary impacts of construction. Two residences adjacent to the construction site may be affected by excessive noise from activities such as pile driving or the use of pneumatic tools.

3. Estimated Impact on Land Use:

   No impacts on land use are anticipated.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   Disturbance of lake bottom from replacement of piling would cause temporary increases in turbidity.

   Consequences:

   Slightly degraded aquatic conditions for the short period required to replace piling.

5. Expected Impact on Cultural and Scenic Resources:

   None anticipated.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Replacing an existing structure would be unrelated to any changes in ambient air quality.

b. Noise Standards
A noise study will be required.

c. Water Quality Standards
Enforcement of standard specifications that are a part of all contracts assures protection of water quality during construction activities.

d. Area Land Use and Transportation Plans, and Zoning
The proposed project is consistent with existing Benton County transportation plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------

SIGNIFICANT:

____ D & FEIS

____ Section 4(f)

NON-SIGNIFICANT:

____ D & F Neg.Dec.

____ Section 4(f)

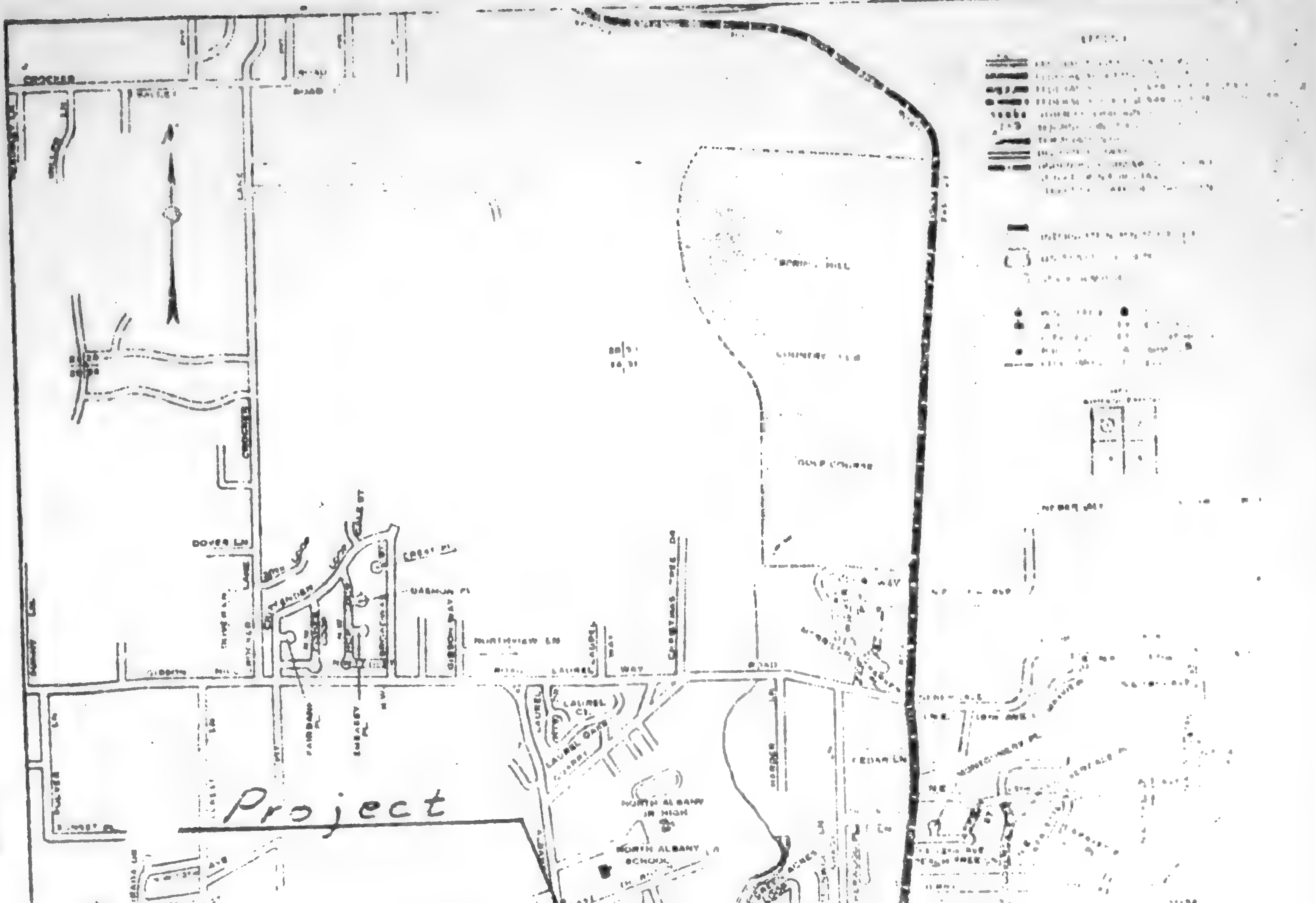
_X_--NON-MAJOR ACTION-----

_X_ ASSESSMENT ONLY

____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
In accordance with FHPM 7-7-2 paragraph 10 (e) projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


Project
ALBANY
LINN COUNTY, OREGON
CROCKER
DOVER LN
NORTHVIEW LN
LAUREL WAY
GOLF COURSE
NORTH ALBANY JR HIGH
NORTH ALBANY SCHOOL
CEDAR LN
SOUTHERN
WILLAMETTE
RIVER
BENTON CO.
LINN CO.
KILN
CHERRY

August 3, 1978

TO ORECON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Hwy. Engineer

SUBJECT FAS-C Project Request

On the Consent Calendar for the August 15 meeting will be a request for the approval of an FAS-C preliminary engineering project in Benton County.

The request is for the Thornton Lake bridge on North Albany Road FAS B516.

The Federal funds required for this project is estimated to be $8,600 with the state paying $700 matching funds and a like amount being contributed by the county.

This project has been investigated and is eligible for funding under the FAS-C program. I recommend your approval and request authorization to sign the project agreement for and on your behalf.

HR:dmc
Attachment

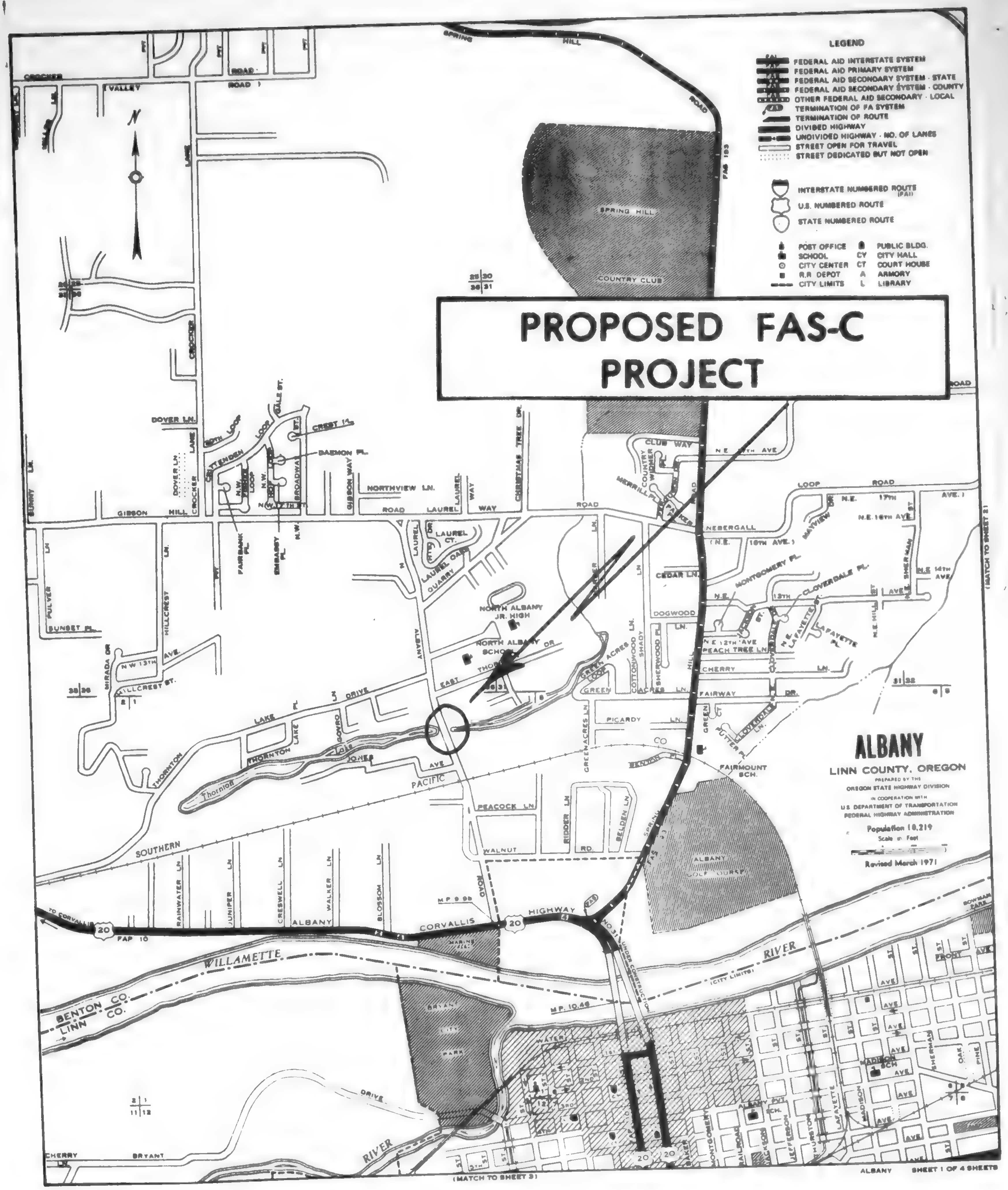
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
C. O. Fredrickson, Reg. 2
D. N. Harwell
George Bell

BENTON COUNTY
Proposed FAS-C Project

Thornton Lake (North Albany Road) Bridge Section
FAS A516
Structure and Approaches
P.E. Only
$15,000

Perform the preliminary engineering for a reinforced concrete bridge 40' long and 40' wide, and an 8' sidewalk on the easterly side. Additional right-of-way will be acquired by the County. Utilities will be on the structure.

Engineering by State.


LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG.
SCHOOL
CY CITY HALL
CITY CENTER
CT COURT HOUSE
R.R DEPOT
A ARMORY
CITY LIMITS
L LIBRARY
N
SPRING HILL ROAD
FAS 193
SPRING HILL
COUNTRY CLUB
CROCKER
VALLEY ROAD
DOVER LN.
CRITTENDEN LOOP
BROADWAY ST.
CREST LN.
BAEMON PL.
NORTHVIEW LN.
GIBSON WAY
GIBSON HILL ROAD
LAUREL WAY
CHRISTMAS TREE DR.
N.W. 17TH ST.
FAIRBANK PL.
EMBASSY PL.
HILLCREST LN.
PULVER LN.
SUNSET PL.
MIRADA DR.
N.W. 13TH AVE.
HILLCREST ST.
LAUREL CT.
QUARRY
NORTH ALBANY JR. HIGH
NORTH ALBANY SCHOOL
THORNTON LAKE DR.
THORNTON LAKE PL.
THORNTON LAKE DRIVE
Thornton Lake
JONES AVE
CLUB WAY
COUNTRY MEADOWS
MERRILL PL.
LOOP ROAD
NEBERGALL
N.E. 17TH AVE.
N.E. 16TH AVE.
N.E. 15TH AVE.
MAYVIEW DR.
MONTGOMERY PL.
CLOVERDALE PL.
CEDAR LN.
DOGWOOD
N.E. 13TH AVE
N.E. 14TH AVE.
N.E. SHERMAN
N.E. HILL ST.
LAFAYETTE PL.
N.E. 12TH AVE
PEACH TREE LN.
CHERRY LN.
GREEN ACRES LOOP
COTTONWOOD LN.
SHADY LN.
SHERWOOD PL.
GREEN ACRES LN.
FAIRWAY DR.
PICARDY LN.
PUTTER PL.
LOVERIDGE
BENTON PL.
FAIRMOUNT SCH.
SOUTHERN PACIFIC
PEACOCK LN.
RIDDER LN.
BELDEN LN.
WALNUT RD.
RAINWATER LN.
JUNIPER LN.
CRESWELL LN.
WALKER LN.
BLOSSOM LN.
M.P. 9.96
ALBANY CORVALLIS HIGHWAY
TO CORVALLIS
20
FAP 10
ALBANY GOLF COURSE
MARINE PARK
WILLAMETTE RIVER
(CITY LIMITS)
M.P. 10.46
BENTON CO.
LINN CO.
BRYANT CITY PARK
DRIVE
CHERRY
BRYANT
RIVER
WATER
ALBANY H.S.
MADISON SCH
SHERMAN
OAK
PINE
FRONT AVE
BOWMAN PARK
MONTGOMERY
RAILROAD
JEFFERSON
LAFAYETTE
MADISON
25 | 30
36 | 31
31 | 32
6 | 5
2 | 1
11 | 12
(MATCH TO SHEET 2)
(MATCH TO SHEET 3)
ALBANY SHEET 1 OF 4 SHEETS
ALBANY
LINN COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 18,219
Scale in Feet
Revised March 1971

PROPOSED FAS-C PROJECT

9222

LOCATION PROSPECTUS

Thornton Lake Bridge
North Albany Road
Benton County

July 1978

HIGHWAY: North Albany Road.

TERMINI: 200 feet northerly and southerly of Thornton Lake. The subject project is 3/8 of a mile North of Highway 20.

LENGTH: Approximately 450 feet including detour.

NARRATIVE: The purpose of the survey is to prepare plans, specifications and cost estimate to replace an existing structure. The new structure will be constructed to two lanes with a walk/bikeway and will eventually be widened to four lanes. With this eventual widening in mind, a decision will need to be made from which side and how much right of way is to be purchased. The new bridge should be constructed so as to require widening of only one side.

A practical detour was not obvious during the preliminary review. However, all possible routes will be reviewed during the survey.

No airports will be affected, and no drainage problems are anticipated.

This is a Federal Aid System-County Project.

CHARACTERISTICS: ADT 6,500 (from application).

STANDARDS: AASHO Urban. The ADT warrants a Class A 4 lane structure, however, it is anticipated that only 2 lanes with a walk/bikeway will be constructed at this time.

TYPICAL SECTION: Two 12' travel lanes and two 6' shoulders.

BRIDGE: Existing substandard and functually obsolete wooden bridge to be replaced with a new wider prestressed concrete structure.

A cursory examination does not indicate that the existing piles, caps and stringers are in a poor condition.

ACCESS: Not applicable.

SURFACING:	To be determined during survey.
MATERIAL:	Available from local commercial suppliers.
ADDITIONAL FACILITIES:	Utilities will be attached to new structure.
AGREEMENTS:	Required with Benton County.
PARKS:	Not applicable.
RIGHT OF WAY:	Purchased by County.

7222

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 17, 1978

Section Thornton Lake Bridge

Unit (if appl)

County Benton

City

Highway North Albany Road

State Hwy. No. FAS-C A516

Termini: M.P.(if appl)

Length 500 feet ±

Region 2

Construction Estimate $195,000
Program Amount

B. Purpose of Project: The proposed project is to replace the existing pile supported wooden structure with a wider prestressed concrete structure designed for present day traffic volumes and loading, and that can be modified to future traffic demands.

C. Origin & History of Project: The project is being advanced by administrative action of the Benton County Public Works Department. A Federal Aid Project Request dated June 9, 1978 has been forwarded for processing.

D. General Description of Project: The existing structure would be removed and a new structure constructed in the same location. Provisions for detouring pedestrian and automotive traffic around the bridge site would be required.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 6500; Projected ADT 13,000; Yr. 2000

Existing Level of Service C - D

Proposed Facility: Projected ADT 13,000; Yr. 2000

Projected Level of Service Not determined

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 4
Yes, No

Acres 0.1 ; Type of Relocation Req. None ; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:
A small amount of surfacing and fill material would be required. Commercial sources are available to supply these items.

Type of Structure(s):
The existing structure is constructed of wood and supported on wood pile bents, and is 40 feet long and 27 feet wide. A prestressed concrete slab structure is proposed.

Brief Description of River or Stream and Type of Involvement, if any:
Thornton Lake is a narrow linear body of water approximately a mile in length and is formed by a high water table rising above the floor of an ancient Willamette River watercourse. Instream work would be confined to the removal and replacement of piling.

Local City, County or COG priorities of project:

A Benton County priority.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Minor modifications to the existing alignment will be considered to provide for future expansion of the highway and bridge to accommodate anticipated traffic increases.

Other Descriptive Information or Comments:
A pedestrian/bikepath would be constructed along the easterly side of the bridge to maintain an existing path that extends along the highway.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The terrain is the flat to gently rolling land form of the ancient flood plain of the Willamette River. Thornton Lake is an old watercourse that has been cut off from the present river channel. Water level in the lake is generally controlled by the surrounding water table and there is no discernable water current except during periods of high surface water runoff when overflow water drains to the northeast into the Willamette River. Generally, the lake is open water, however, there are dense patches of water lillies growing in several locations and cattails, reeds, and water grass grow along the water's edge. The sloping banks of the lake above the water's edge are densely covered by an overstory intermix of willows, Oregon Ash, seedling fruit trees, and a few scattered Douglas Firs. Ground cover is wild blackberries, weeds, and grass.

   Soils of the terrace lying above the lake are silty clay loams of the Malabon association that have formed in the alluvium of the broad terraces of the Willamette flood plain. These soils are well drained and have a low erosion hazard potential.

   Wildlife species are those that have adopted to living within a developing residential community. Aquatic life in the lake are those that thrive in a relatively warm water habitat and may include warm water game fish as well as several species of rough fish.

2. Cultural: Thornton Lake extends through a residential farming community lying north of the Albany city limits. Roadside culture is one of a farming community changing to a low density residential area. The present zoning is RU 1/2: single family residences on 1/2 acre minimum size lots. Permits for additional residential development in the area have been approved by Benton County. Thornton Lake and the narrow side slopes leading into the lake have been zoned as a flood plain area. Although the natural vegetation in the area has been significantly altered by farming and scattered residential development, some remains along fence rows and as landscaping around homesites. Domesticated trees and shrubs have also been added reinforcing the rural atmosphere of the area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Approximately 0.1 acre of land would be required in linear strips adjacent to the existing right of way, and would be within the flood plain area.

2. Estimated Impact on Traffic Patterns:

   Temporary interruption of traffic during construction.

   Consequences--Air Quality, Noise, Safety, etc.:

   The bridge replacement would have no impact on ambient air quality or noise levels except for possible temporary impacts of construction. Two residences adjacent to the construction site may be affected by excessive noise from activities such as pile driving or the use of pneumatic tools.

3. Estimated Impact on Land Use:

   No impacts on land use are anticipated.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   None anticipated.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   None anticipated.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Replacing an existing structure would be unrelated to any changes in ambient air quality.

b. Noise Standards
A noise study may be required.

c. Water Quality Standards
Enforcement of standard specifications that are a part of all contracts assures protection of water quality during construction activities.

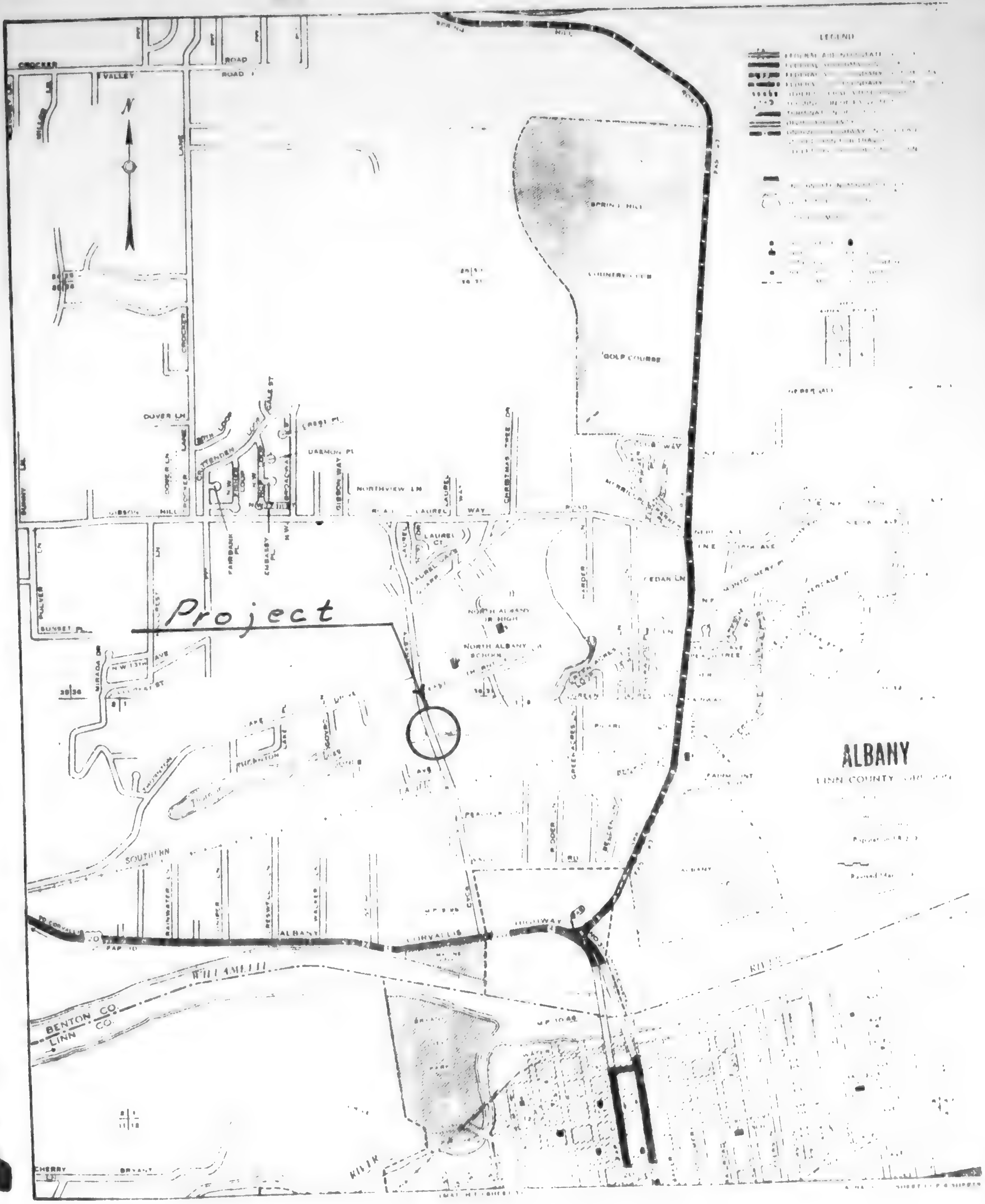
d. Area Land Use and Transportation Plans, and Zoning
The proposed project is consistent with existing Benton County transportation plans.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		X--NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
In accordance with FHPM 7-7-L paragraph 10 (e) projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 X__ 3 ____ 4


LEGEND
N
Project
ALBANY
LINN COUNTY
CROCKER
VALLEY ROAD
ROAD
SPRING HILL
COUNTRY CLUB
GOLF COURSE
OLIVER LN
DAEMON PL
NORTHVIEW LN
GIBSON HILL
LAUREL WAY
CHRISTMAS TREE
LAUREL CT
FAIRBANK PL
EMBASSY PL
PULVER
SUNSET PL
MIRADA DR
N.W. 13th AVE
NORTH ALBANY JR HIGH
NORTH ALBANY SCHOOL
HARDER
CEDAR LN
GREENACRES
SOUTH LN
RAINWATER
CORVALLIS
ALBANY
HIGHWAY
WILLAMETTE
RIVER
BENTON CO.
LINN CO.
CHERRY
BRYANT

~~Form E-39~~ (Rev. 9-71)

7222

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Thornton Lake Bridge

Highway North Albany Road FAS-C

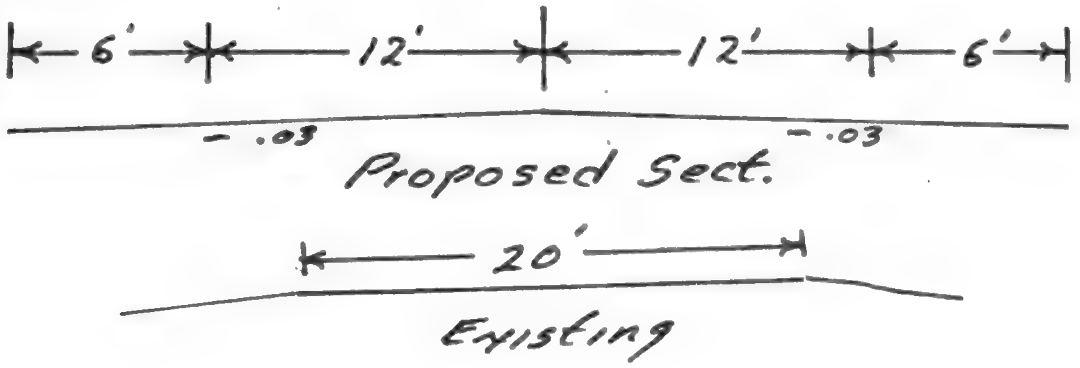
County Benton

Date July 7, 1978

Authorization No. 1

Survey Prefix 502-1952 (Assigned by Salem office)

Description of termini, route, length, etc.: 3/8 of a mile North of Highway 20 on North Albany Road in Benton County. Overall project length is 500'± including temporary detour.



Purpose of survey:

Prepare plans, specifications and cost estimate for the construction of a new bridge.

RS-A516(1)
11-7-78

Estimate of cost:	Field	901	5,500
	County	903	300
	Plans	905	1,000
	Structural Design	906	2,500
	Soils	910	1,000
	Utility	914	300
	Hydraulics	918	500
	Specifications	921	600
	Environmental	923	300
	Found. Expl.	926	3,000

Total estimated cost of survey $15,000

Previous authorization . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Richard E. Nelson Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*23604-734

Benton County
Proposed FAS-C Project

Thornton Lake (North Albany Road) Bridge Section
FAS A 516
Structure and approachs
P.E. only
$15,000

Preform the preliminary engineering for a reinforced CONCRETE bridge 40' long and 40' wide, and a 8' sidewalk on the easterly side. Additional R/ will be arquired by the county. Utilities will be on the structure

Engineering by State

78g

7122

FEDERAL AID PROJECT REQUEST

Date June 9, 1978

Applicant Agency Benton County Department of Public Works

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. A 516 Route Name North Albany Road

Project Name Thornton Lake Bridge

Project Length ____ Project Location (Attach sketch map)

Project Description Replacement of a structurally sub-standard and functionally obsolete wooden bridge across Thornton Lake with a new wider prestressed precast concrete structure.

Average Daily Traffic 6500 PHV 650 Design Speed 45 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24' Travel Lanes 10' Shoulders 2'

Medians None Parking No

Sidewalks None

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 36' Travel Lanes 12' Shoulders 6'

Medians None Parking None

Curbed None Length Curb Radii None

Sidewalk/Bikeway Yes

Remarks An interim facility designed to be widened to four (4) travel lanes when necessary. Will be constructed to this design one hundred (100) feet each approach to bridge.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks County will acquire right-of-way with County funds per guidelines.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None proposed

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? All required permanent signing will be installed by County forces at County expense.

4. **Permanent Striping:**

Include in project or by applicant? All pavement marking will be done at County expense.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

N/A

2. **Proposed Illumination:**

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location North Albany Road across Thornton Lake 3/8 mile North of Hwy. 20

Type Wooden structure on piling with asphaltic paving on deck

Approach Roadway Width 20 Shoulder Width 2

Length 40' Width 27'

To remain in place? no

2. **Proposed Structure:**

Location North Albany Road across Thornton Lake 3/8 mile North of Hwy 20.

Approximate Size: Length 40' Width 48'

Are sidewalk/bikeways desired? Yes

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks The structure is to be designed and constructed such that widening to 64' can take place when necessary by adding precast deck beams.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad______
   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Department of Public Works
   Office
2. Environmental — Department of Public Works
   Office
3. Public Hearing — Board of Commissioners
   Office

Remarks______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X________ Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 12,000
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	150,000
Railroad	-0-
Other Construction Engineering	13,560
Preliminary engineering	6,780
PROJECT TOTAL	$ 192,340

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Benton COUNTY

By________

By________

By Larry Callahan, Chmn.

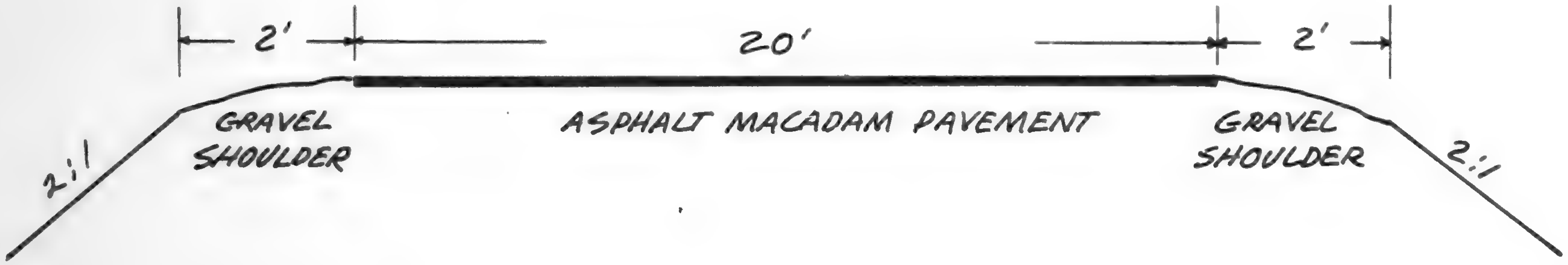
By Dale D. Schrock 6-15-78

By________

(1976)

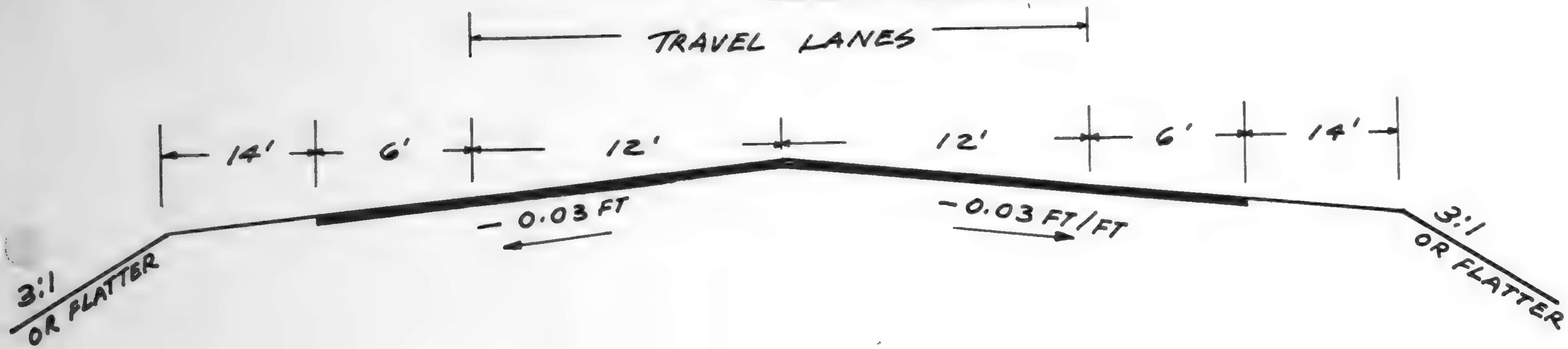
EXISTING ROADWAY SECTION

AREA OF THORNTON LAKE BRIDGE
NORTH ALBANY RD


2'
20'
2'
2:1
GRAVEL SHOULDER
ASPHALT MACADAM PAVEMENT
GRAVEL SHOULDER
2:1

PROPOSED ROADWAY SECTION

AREA OF THORNTON LAKE BRIDGE
NORTH ALBANY RD


TRAVEL LANES
14'
6'
12'
12'
6'
14'
-0.03 FT
-0.03 FT/FT
3:1
OR FLATTER
3:1
OR FLATTER

LOCATION PROSPECTUS

Thornton Lake Bridge
North Albany Road
Benton County

July 1978

HIGHWAY: North Albany Road.

TERMINI: 200 feet northerly and southerly of Thornton Lake. The subject project is 3/8 of a mile North of Highway 20.

LENGTH: Approximately 450 feet including detour.

NARRATIVE: The purpose of the survey is to prepare plans, specifications and cost estimate to replace an existing structure. The new structure will be constructed to two lanes with a walk/bikeway and will eventually be widened to four lanes. With this eventual widening in mind, a decision will need to be made from which side and how much right of way is to be purchased. The new bridge should be constructed so as to require widening of only one side.

A practical detour was not obvious during the preliminary review. However, all possible routes will be reviewed during the survey.

No airports will be affected, and no drainage problems are anticipated.

This is a Federal Aid System-County Project.

CHARACTERISTICS: ADT 6,500 (from application).

STANDARDS: AASHO Urban. The ADT warrants a Class A 4 lane structure, however, it is anticipated that only 2 lanes with a walk/bikeway will be constructed at this time.

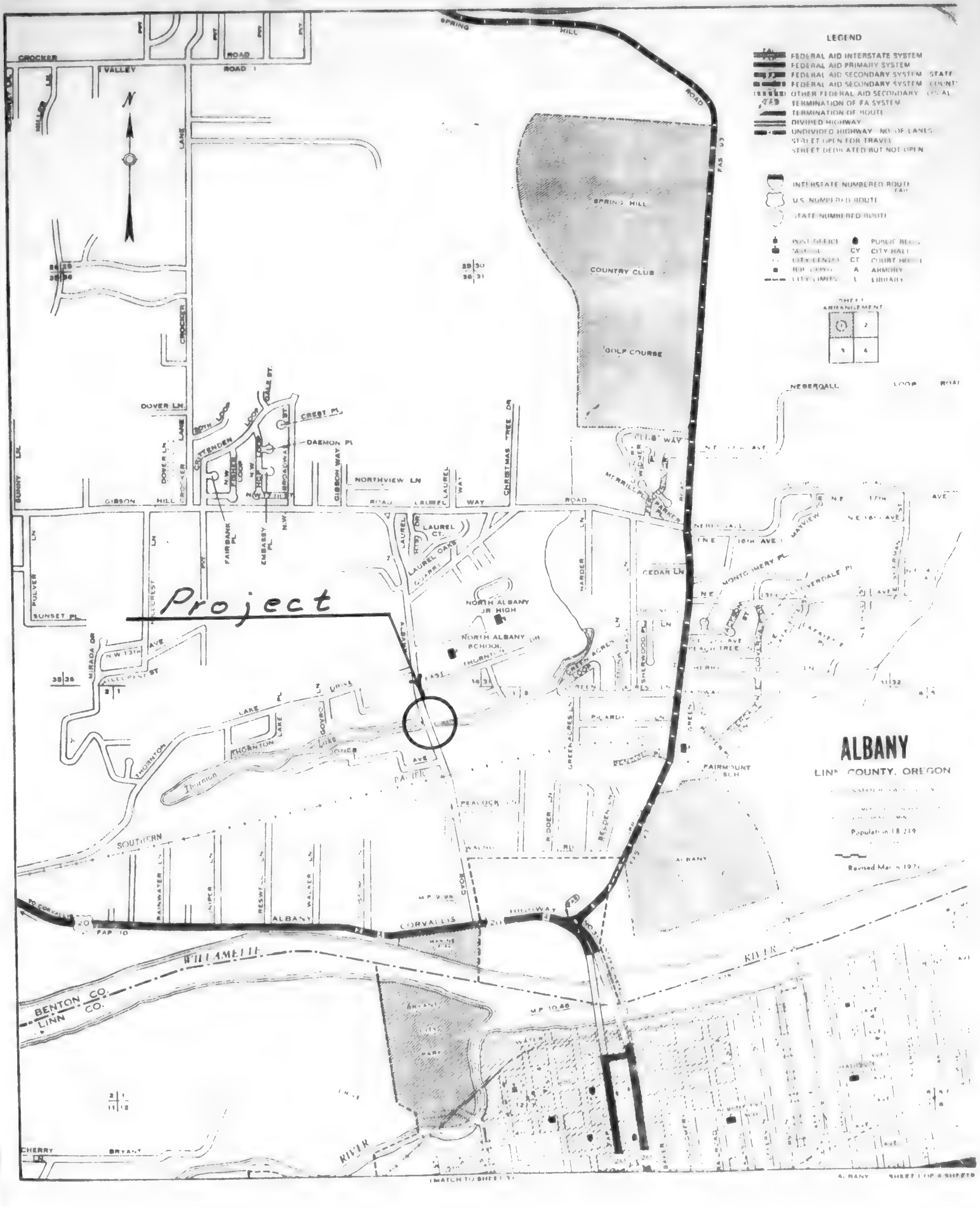
TYPICAL SECTION: Two 12' travel lanes and two 6' shoulders.

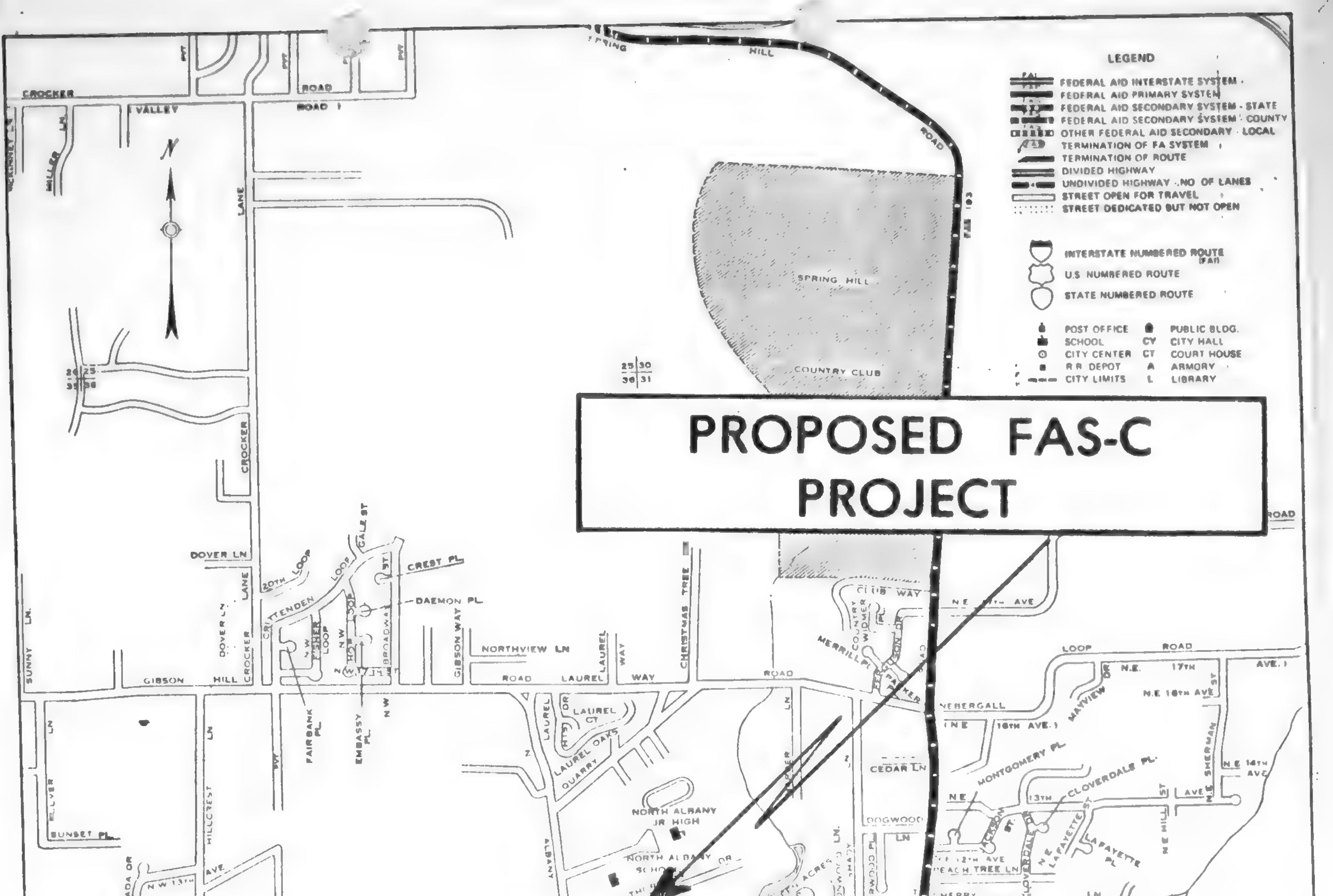
BRIDGE: Existing substandard and functually obsolete wooden bridge to be replaced with a new wider prestressed concrete structure.

A cursory examination does not indicate that the existing piles, caps and stringers are in a poor condition.

ACCESS: Not applicable.

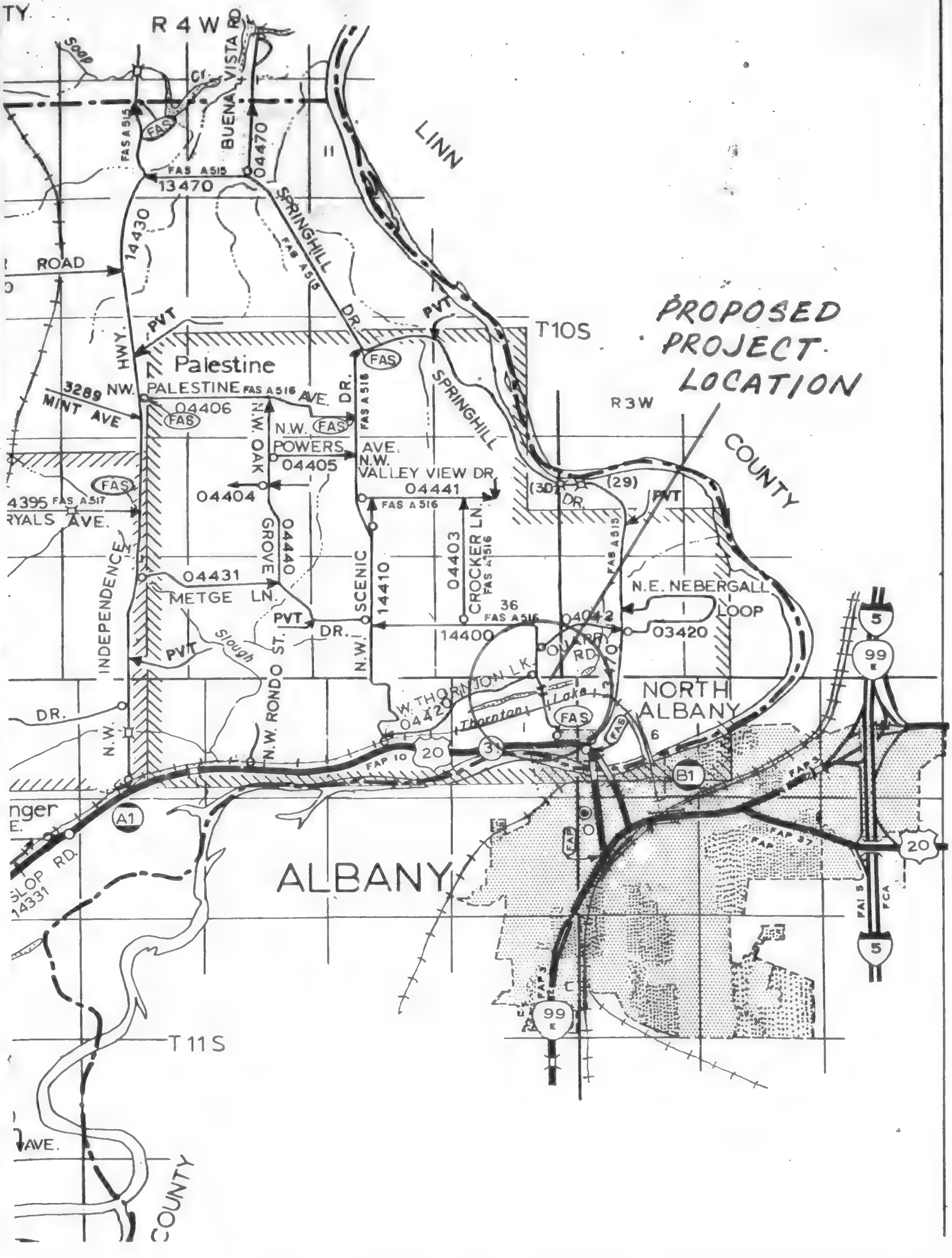
SURFACING:	To be determined during survey.
MATERIAL:	Available from local commercial suppliers.
ADDITIONAL FACILITIES:	Utilities will be attached to new structure.
AGREEMENTS:	Required with Benton County.
PARKS:	Not applicable.
RIGHT OF WAY:	Purchased by County.


Project
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNT
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG.
CY CITY HALL
CITY CENTER
CT COURT HOUSE
A ARMORY
CITY LIMITS
L LIBRARY
SHEET ARRANGEMENT
1
2
3
4
ALBANY
LINN COUNTY, OREGON
Population 18,219
Revised March 1971
SPRING HILL ROAD
FAS 93
CROCKER
VALLEY ROAD
CROCKER LANE
SPRING HILL
COUNTRY CLUB
GOLF COURSE
DOVER LN.
CRITTENDEN LOOP
CREST PL.
DAEMON PL.
NORTHVIEW LN
CHRISTMAS TREE DR
GIBSON HILL ROAD
LAUREL WAY
FAIRBANK PL
EMBASSY PL
LAUREL CT.
LAUREL OAKS
NORTH ALBANY JR HIGH
NORTH ALBANY SCHOOL
SUNSET PL.
PULVER LN
MIRADA DR
N.W. 13TH AVE
HILLCREST ST
THORNTON LAKE
THORNTON LAKE DRIVE
JONES AVE
PACIFIC
SOUTHERN
PEACOCK
HARDER
CEDAR LN
SHERWOOD PL
GREENACRES
FAIRMOUNT SCH
NEBERGALL LOOP ROAD
NE 17TH AVE
NE 10TH AVE
MAYVIEW
NE MONTGOMERY PL
MERRILL PL
FARMER
ALBANY
CORVALLIS HIGHWAY
TO CORVALLIS
20
FAP 10
M.P. 2.08
M.P. 10.48
WILLAMETTE
RIVER
BENTON CO.
LINN CO.
BRYANT PARK
WATER
CHERRY
BRYANT
MATCH TO SHEET 3
ALBANY SHEET 1 OF 4 SHEETS



PROPOSED FAS-C PROJECT

LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG.
SCHOOL
CY CITY HALL
CITY CENTER
CT COURT HOUSE
R R DEPOT
A ARMORY
CITY LIMITS
L LIBRARY
ALBANY
LINN COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 18,219
Scale in Feet
Revised March 1971
N
SPRING HILL ROAD
FAS 103
CROCKER ROAD
VALLEY ROAD
SPRING HILL
COUNTRY CLUB
DOVER LN
CREST PL
DAEMON PL
NORTHVIEW LN
GIBSON HILL ROAD
LAUREL WAY
CHRISTMAS TREE
LOOP ROAD
NEBERGALL
CEDAR LN
DOGWOOD LN
NORTH ALBANY JR HIGH
NORTH ALBANY SCHOOL
FAIRWAY DR.
BENTON PL
FAIRMOUNT SCH.
SOUTHERN PACIFIC
PEACOCK LN
WALNUT RD
CORVALLIS HIGHWAY
FAP 10
20
WILLAMETTE RIVER
BENTON CO
LINN CO.
MADISON SCH
RIVER
MATCH TO SHEET 3
ALBANY SHEET 1 OF 4 SHEETS


PROPOSED PROJECT LOCATION
TY
R 4 W
R 3 W
T10S
T11S
LINN
COUNTY
BUENA VISTA RD
FAS A515
13470
04470
14430
SPRINGHILL DR.
ROAD
HWY.
PVT
Palestine
NW. PALESTINE AVE.
FAS A516
04406
3289
MINT AVE
FAS
N.W. OAK
N.W. POWERS AVE.
04405
N.W. VALLEY VIEW DR.
04441
04404
4395
FAS A517
RYALS AVE.
GROVE
04440
SCENIC
14410
04403
CROCKER LN.
(30)
(29)
DR.
04431
METGE LN.
N.E. NEBERGALL LOOP
36
4042
03420
14400
QUARRY RD
INDEPENDENCE
N.W. RONDO ST.
N.W. SCENIC DR.
Slough
W. THORNTON LK. DR.
04420
Thornton Lake
NORTH ALBANY
FAP 10
20
34
B1
A1
FAP 3
FAP 37
5
99E
20
PAI 5
FCA
ALBANY
SLOP RD.
14331
AVE.
COUNTY

1980 Polallie Ck.-M.P. 84.94 9224
Sec. of the Mt. Hood Hwy.
(Paving)

cc: OSHD (Coulter)
9224

U.S. DEPARTMENT OF TRANSPORTATION
FED HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

10-27-82

REGION NO. 10	REPORT NO. 1	COUNTY Hood River	DIVISION Oregon
DATE OF REPORT 10/27/82	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. FR-24(26)
COMPLETION DATE N/A	ACCEPTANCE DATE BY CONTRACT AGENCY 3/30/82	TIME ELAPSED N/A %	CONTRACT TIME N/A
APPROVED EXTENSIONS N/A	LOCATION Approximately 18 miles south of Hood River in Hood River County.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

POLALLIE CREEK - M.P. 84.94 SECTION
MT. HOOD HIGHWAY
Paving

This 9.10 mile project provided for the overlay of this section of the Mt. Hood Highway. Associated safety improvements were also included in the project.

The contract was awarded to Babler Bros. Inc., on November 26, 1980, in the amount of $769,135.00. On December 25, 1980, a catastrophic flood struck this section of highway inflicting extreme damage and washing out large portions of the existing roadway through much of the work covered by this contract.

Because of the extensive damage which occurred, the State felt it to be inappropriate to continue with this contract under the expanded project scope which would be necessary to complete all the work. The State requested on January 19, that the contract be cancelled. We concurred on February 2, 1981. Price agreement No. 1 was then initiated to reimburse the contractor for certain costs that had been incurred up to that point and which were eligible under the terms of the contract.

The project has been terminated and no further work under the project has been done. Acceptance in recommended.

RECEIVED
STATE HWY ENGR
NOV 16 '82
REFER TO Keaney
FOR
Info Inves R/D D.R Sign Act File

NOTED
W. E. SCHWARTZ Cy 11/13

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE 11-12-82	TITLE Field Operations Engineer	DATE 11-15-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9224

L.

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-8-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy. @ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const. Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

CT Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

1224

L.

April 7, 1982

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CON 5
#9224

Gentlemen or Ladies:

On April 1, 1982, we wrote to you concerning release of final payment on Contract No. 9224 awarded to Babler Bros., Inc., for paving on the Polallie Creek-M.P. 84.94 Section of the Mt. Hood Highway in Hood River County.

Final payment on this contract is $8,656.70 which is also the total contract amount. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

bc: C. T. Keasey
Walt Hart
Dale Allen

[illegible]

NAPA

AGC

BABLER BROS., INC.
HIGHWAY AND MUNICIPAL UTILITY CONTRACTORS
6201 S.E. LAKE ROAD
MILWAUKIE, OREGON 97222
(503) 654-6543

July 15, 1981

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
140 Transportation Building
Salem, Oregon 97310

RE: Polallie Creek - MP 84.94 Section
O.S.H.D. Contract No. 9224; File No. CON 21

Mr. Coulter:

With reference to the above named project we present you with a revised letter from our material supplier J. Arlie Bryant, Inc. Inasmuch as this part of our previous claim was the only one with which your staff took exception, we trust the discussion between Mr. Meritt and Mr. Bryant is as expressed in the attached letter.

We look forward to your timely process of this matter. Should you have any questions regarding the attached invoice, please feel free to contact me at our Portland office.

Very truly yours,

BABLER BROS., INC.

Gale F. Schwiesow

Gale F. Schwiesow
Vice President

GFS:bkm
Enclosures

cc: Robert C. Pool
Reid Meritt

RECEIVED
STATE HWY ENGR

JUL 17 '81

REFER TO

FOR

Info	Inves	R/D	U/A	Sign	Act	File
					X	

7/17

AN EQUAL OPPORTUNITY EMPLOYER.

BABLER BROS., INC.
GENERAL CONTRACTORS
6201 S.E. LAKE ROAD
MILWAUKIE, OREGON 97222

PORTLAND
(503) 654-6543

REDMOND
548-3233

INVOICE
Nº 2169
REPLACES INV. NO. 2149

Oregon State Highway Division

140 Transportation Building
Salem, OR 97310

Date July 15, 1981

Order No.

Job No.

Terms: NET CASH

Re: Polallie Creek - MP 84.94 Section
Contract No. 9224; File No. CON 21

Babler Bros., Inc.	$ 2,098.90
Armco Construction Products Division	5,820.50
J. Arlie Bryant, Inc.	33,373.00
Reese's Minority Construction & Supply, Inc.	310.00
Total Costs Incurred	41,602.00
Overhead @ 15%	6,240.30
Grand Total Costs Incurred	$47,842.30

A FINANCE CHARGE OF 1½% PER MONTH WILL BE ADDED TO ALL ACCOUNTS NOT PAID WITHIN 30 DAYS, WHICH IS AN ANNUAL PERCENTAGE RATE OF 18%.

9224

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-111

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-28-81

ate OREGON

County HOOD RIVER

Project Number FR-24(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 960,401	$ 57,500
Federal funds	$ 846,594	$ 50,686
Other revisions		

This modification is made for the following reasons:

To release funds due to termination of contract of which $750,000 will be utilized on Project F-FR-2-2(10).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of May, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: D.E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon May 20, 1981

Federal Aid Project
No. FR-24(26)

Polallie Creek - MP 84.94
Mt. Hood Hwy. in Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (MP 75.84 to MP 84.94)

Estimated cost to terminate contract due to subsequent flood damage	$50,000.00
	$50,000.00
Engineering	7,500.00
TOTAL	$57,500.00

Federal Funds ---------------------	$50,686.00
State Funds ----------------------	6,814.00
TOTAL	$57,500.00

Group 1-100%
Prefix 14-1092

92

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-136	S. DEPARTMENT OF TRANSPORTATION EDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/18/80	State OREGON County Hood River Project No. FR-24 (26)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Polallie Creek - M.P. 84.94

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-80	9.10

OTHER *(Specify)*

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 960,401.00	FEDERAL FUNDS $ 846,594.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator DEC 18 1980

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, December 1, 1980

Federal-Aid Project
No. FR-24(26)

POLALLIE CREEK-MP 84.94
MT. HOOD HWY. IN HOOD RIVER COUNTY

Project Agreement Estimate.

Type Code 6201
Roadway (MP 75.84 - MP 84.94)

Mobilization	All Required		$ 60,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	475 sq.ft.	7.00	3,325.00
Temporary Barricades	9 each	70.00	630.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	400 lin.ft.	8.00	3,200.00
Temporary Delineators	4 each	30.00	120.00
Flagmen	850 hour	22.00	18,700.00
Pilot Car	220 hour	28.00	6,160.00
Removal of Structures and Obstructions	All Required		2,000.00
Embankment in Place	900 cu.yd.	8.00	7,200.00
Trench Excavation	125 cu.yd.	20.00	2,500.00
Watering	100 M-gal.	10.00	1,000.00
1" - 0 Aggregate Base	5,300 ton	6.50	34,450.00
Class "B" Asphalt Concrete Mixture	13,500 ton	11.50	155,250.00
Class "B" Asphalt Concrete Mixture in Leveling	8,500 ton	11.50	97.750.00
Asphalt Cement in Mixture	1,430 ton	161.00	230,230.00
Asphalt in Tack Coat	60 ton	200.00	12,000.00
Asphalt Membrane	470 sq.yd.	15.00	7,050.00
9'-6" x 6'-5" Structural Plate Pipe Arch	48 lin.ft.	200.00	9,600.00
Remove and Reinstall Sloped Ends	4 each	300.00	1,200.00
Guard Rail, Type 2A	4,888 lin.ft.	10.00	48,880.00
Guard Rail, Type 3	100 lin.ft.	13.00	1,300.00
Guard Rail Anchors, Type 1	40 each	325.00	13,000.00
Extra for Guard Rail Bridge Connections	4 each	500.00	2,000.00
Rail End Pieces, Type C	36 each	90.00	3,240.00
Rock Protection Fence	650 lin.ft.	23.00	14,950.00
Concrete Barrier	750 lin.ft.	30.00	22,500.00
Delineators	30 each	30.00	900.00
			$ 769,135.00

Oregon State Highway Division
Salem, Oregon, December 1, 1980

Federal-Aid Project
No. FR-24(26)

Anticipated Items		
Permanent Pavement Striping	All Required	$ 3,200.00
Temporary Pavement Striping	All Required	2,000.00
On-the-Job Trainees	All Required	800.00
Asphalt Cement Adjustment	All Required	70,000.00
State-furnished Rail Elements	All Required	1,034.00
		$ 77,034.00
	Subtotal	$ 846,169.00
	Engineering	114,232.00
	Total	$960,401.000

Length of Project - - - - - 9.10 Miles
Cost of Roadway Per Mile- - $105,533.58

Work Retained in Program Status
(Not included in totals below.)

Seeding and Mulching (Channel Changes)	All Required	$ 300.00

Federal Funds (88.15%) - - - - - - - - -	$ 846,594.00
State Funds- - - - - - - - - - - - - - - -	113,807.00
Total	$ 960,401.00

Group 5 - 100%
Contract No. 9224
Prefix: 14-1994
Prefix: 14-1092

Polallie Creek MP 84.94 Section

Non-participating State Work State Responsibility for Damages	All Required	$ 2,000.00

NAPA

BABLER BROS., INC.

HIGHWAY AND MUNICIPAL UTILITY CONTRACTORS
6201 S.E. LAKE ROAD
MILWAUKIE, OREGON 97222
(503) 654-6543

AGC

April 21, 1981

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: Polallie Creek - MP 84.94 Section
Contract No. 9224, File No. CON 21

Dear Mr. Coulter:

With reference to your letter dated February 19, 1981, we present to you the attached invoice and back up data relative to costs incurred by us and our subcontractors in connection with this project.

We look forward to your timely process of this matter. Should you have any questions regarding the costs please feel free to call our Portland office.

Very truly yours,

BABLER BROS., INC.

Gale F. Schwiesow

Gale F. Schwiesow
Vice President

GFS:bkm
Enclosures

RECEIVED
STATE HWY ENGR
APR 23'81
REFER TO
[illegible]
Orig to

Info | [illegible] | [illegible] | [illegible] | Sign | Act | File

AN EQUAL OPPORTUNITY EMPLOYER.

BABLER BROS., INC.

TABULATION OF COSTS

POLALLIE CREEK - M.P. 84.94 SECTION

MT. HOOD HIGHWAY - CONTRACT NO. 9224

Estimating costs:	
32 hours @ $25.00/hr.	$ 800.00
Telephone expense	150.00
Mileage to look at project (2 trips @ 200 mi./ea. = 400 mi. @ $0.18/mi.)	72.00
Administrative expense	150.00
After award expenses:	
E.E.O. compliance:	
8 hr. @ $25.00/hr.	200.00
2 trips to Salem = 180 mi. @ $0.18/mi.	32.40
1 trip to project to verify multi-plate connection	
200 mi. @ $0.18/mi.	36.00
8 hr. @ $25.00/hr.	200.00
1 meal @ $7.50	7.50
1 trip to project to assess damage	
200 mi. @ $0.18/mi.	36.00
16 hr. @ $25.00/hr.	400.00
1 meal @ $15.00	15.00
TOTAL	$2,098.90

BABLER BROS., INC.

GENERAL CONTRACTORS

6201 S.E. LAKE ROAD
MILWAUKIE, OREGON 97222

PORTLAND
(503) 654-6543

REDMOND
548-3233

INVOICE
Nº 2149

Oregon State Highway Division

140 Transportation Building
Salem, Oregon 97310

Date April 21, 1981

Order No. ____________

Job No. ____________

Terms: NET CASH

Re: Polallie Creek - MP 84.94 Section
Contract No. 9224, File No. CON 21

Babler Bros., Inc.	$ 2,098.90
Armco Construction Products Division	5,820.50
J. Arlie Bryant, Inc.	37,337.50
Reese's Minority Construction & Supply, Inc.	310.00
Total Costs Incurred	45,566.90
Overhead @ 15%	6,835.04
Grand Total Costs Incurred	$52,401.94

A FINANCE CHARGE OF 1½% PER MONTH WILL BE ADDED TO ALL ACCOUNTS NOT PAID WITHIN 30 DAYS, WHICH IS AN ANNUAL PERCENTAGE RATE OF 18%.

REESE'S
MINORITY
CONSTRUCTION
& SUPPLY, INC.

3904 N.E. UNION AVENUE
PORTLAND, OREGON 97212
(503) 287-2121

RECEIVED
MAR 23 1981
BABLER BROS., INC.

March 19, 1981

Babler Brothers, Inc.
6201 S. E. Lake Road
Milwaukie, Oregon 97222
Attention: Curtis Boardman

Dear Curt:

As per your request we have computed the following figures that ascertain what our costs were in the Polallie Creek-M.P. 84.94 Section- Mt Hood Highway were. It was an O. S. H. D. Contract #9224 that was terminated.

$16.25 @	16 Hours		=260.00
$50.00 for telephone			= 50.00
		TOTAL AMOUNT	$310.00 Cost

Sincerely yours,

Joe L. Reese
Joe L. Reese

JLR/pac

J. ARLIE BRYANT, INC.

PHONE 296-2129 [illegible] 2000 WEST 6TH STREET
THE DALLES, OREGON 97058

RECEIVED
MAR 17 1981
BABLER BROS., INC.

March 16, 1981

Mr. Curtis A. Boardman
Babler Bros., Inc.
6201 S. E. Lake Road
Milwaukie, Oregon 97222

RE: OSHD Contract No. 9224

Dear Mr. Boardman:

Thank you for your letter dated 27 Feb. 1981 concerning our costs on the above named project. It appears our costs incurred on the project total $ 37,353.75.

The costs consist of the following items:

1. Crushed Rock in stockpile: 2,750 Tons 1"-0 Base at bid price of $3.50	= $9,625.00
2. Drilling & Shooting costs for unused rock: 24,550 Tons @ $ .65	= 15,957.50
3. Mobilization: 10 % of original contract as per section 110.91	= 11,755.00
TOTAL COSTS	$37,337.50

Thank you very much for your attention to this.

Sincerely yours,
J. ARLIE BRYANT, INC.

Jack Bryant

John C. "Jack" Bryant
President

JCB/fw
Enclosure: Invoice # 1147

ARMCO

ARMCO CONSTRUCTION PRODUCTS DIVISION

March 4, 1981

RECEIVED
MAR - 5 1981
BABLER BROS., INC.

Curtis A. Boardman, Project Engineer
Babler Bros., Inc.
6201 S. E. Lake Road
Milwaukie, Oregon 97222

Re: Polallie Creek - MP 84.94 Section
Mt. Hood Hwy - OSHD Contract
No. 9224

Dear Mr. Boardman:

With reference to the Armco Multi-Plate material fabricated but not shipped to subject project on your advice to hold shipment, following are the Armco charges incurred:

1. Take off of quantities from advertised plans and quoting to bidders

2 hr engg time @ 11.00/hr	22.00
3 hr secy time @ 6.00/hr	18.00
Mail 24 quotes @ 0.15	3.60
	43.60

2. Jobsite visit by Armco Sales Engineer, R. J. Lozo, to verify exactly what new material was necessary to extend the existing structures:

1 day @ $160.	160.00
Mileage 142 miles @ 0.15	21.30
Meal	3.85
	185.15

3. Order procedure by Davis, Ca. plant to enter order, schedule, then place on hold:

2.5 hr by Order Dept @ $9.50/hr	23.75
Total	252.50

ARMCO INC. • CONSTRUCTION PRODUCTS DIVISION • P.O. BOX 517, HILLSBORO, OR 97123 • PHONE: 503-648-4123
PHONE: 503-640-2783

4. Sales price of the material broken down as follows:

Freight on the order from Davis, Ca. to jobsite per Bruce at Mitchell Bros.:

Davis, Ca. to Jct Hwy 26 and Hwy 35 is 3.18 cwt on 10704#	340.39
Mileage surcharge 20 mi. to jobsite is 0.26 cwt on 20 M min.	52.00
	392.39
Fuel surcharge 19%	74.55
Total Freight	466.94
Sales price FOB plant	5,101.06
Sales price delivered (per acknowledgment attached)	5,568.00

As I verified today with the plant, the Multi-Plate material is fabricated and stockpiled awaiting your disposition.

Very truly yours

W. E. Powers
Senior Sales Engineer

WEP:me

Attachment

9224 3-16-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-24(15)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Hood River

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80353

6. TO

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/16/81
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Polallie Creek M. P. 84.94 Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 3/6/81 I approve the revised Preliminary Engineering Costs to a TEC of $32,200 Federal Funds $27,615.

(Increase TEC $7,200 Federal Funds $6,175)

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
FOR

14. DATE 3/16/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#9224

L.

February 19, 1981

CON 21

Babler Brothers, Inc.
4617 SE Milwaukie Avenue
Portland, OR 97202

Subject: Polallie Creek - M.P. 84.94 Section
Mt. Hood Highway
Contract No. 9224

Gentlemen:

The above subject contract project was awarded to you on November 26, 1980, consisting primarily of overlaying the existing pavement with asphalt concrete, together with other related incidental work.

On December 25, 1980, a catastrophic flood struck this section of highway inflicting extreme damage and washing out large portions of the existing highway through most of the section covered by this contract.

Because of the extensive damage which occurred, it is our judgment that it would be inappropriate and imprudent to attempt to continue this contract or to expand it sufficiently to cover the major reconstruction which will now be required to restore the roadway.

Therefore, as provided in the Special Provisions, this contract, No. 9224, is ordered terminated effective this date. Reimbursement for your costs directly related to this contract will be considered as provided in the Special Provisions. Please forward them as soon as possible.

Sincerely,

H. S. Coulter
State Highway Engineer

CTK:fr lb
bc Federal Highway Administration
F. B. Klaboe
E. S. Hunter
D. H. Moehring
E. L. Hardt
C. T. Keasey
R. W. Gormsen

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FR-24(26)
Polallie Creek-M.P. 84.94 Section
Mt. Hood Hwy., Contract No. 9224
(Your CON 21)

Date: February 2, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I agree with your recommendation to terminate the subject contract due to the December 25, 1980 flood which destroyed this section of highway. Possible contract termination costs were included in your request for Emergency Relief funds to rebuild this section. Normal federal aid funds may be used for contract termination costs in the event ER funds are denied by the Secretary of Transportation.

G. K. Hosner
for E. J. Valach

RECEIVED
STATE HWY ENGR
[illegible] 3 '81
REFER TO
FOR

#9224

CON 21

DATE: January 19, 1981

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Polallie Creek - MP 84.94 Section
Mt. Hood Highway
FR-24(26)
Contract No. 9224

The subject contract, awarded to Babler Brothers, Inc., on November 26, 1980, consisted of overlaying the existing pavement together with some incidental drainage, guard rail, rock protection fence, and other minor work. The total amount of the contract was $769,135.

On December 25, 1980, a catastrophic flood struck this section of highway inflicting extreme damage and washing out large portions of the existing roadway through most of the section covered by this contract.

Because of the extensive damage which occurred, it is now inappropriate to continue with this contract and would be imprudent to attempt to expand it sufficiently to cover the major reconstruction which will now be required, and it is our judgment that the contract should be terminated as provided in the Special Provisions.

The contractor has done no on-site work on the project. Other costs to the contractor directly related to this project, including materials, bonding costs, office overhead, etc., will be considered for reimbursement to the contractor as provided in the Special Provisions.

Your approval of this contract termination is requested.

CTK:fr lb
Attachment

bc F. B. Klaboe
E. S. Hunter
D. H. Moehring
E. L. Hardt
C. T. Keasey
R. W. Gormsen

Warren Richards

CONSTRUCTION DEPARTMENT
PLEASE RETURN

FR-24(26)
014-1092

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

CONTRACT AND BOND
FOR
HIGHWAY CONSTRUCTION

1859

COUNTY HOOD RIVER

HIGHWAY MT. HOOD

SECTION POLALLIE CREEK-M.P. 84.94

KIND OF WORK PAVING

CONTRACT NO. 9224

CONTRACTOR Babler Bros., Inc.

DATE OF AWARD NOV 26 1980

SPECIFIED COMPLETION: 275 CALENDAR DAYS

START

Section III. Contract

THIS CONTRACT, made and entered into, in duplicate, this NOV 26 1980

by and between the State of Oregon, by and through its Transportation Commission, hereinafter called "State," and

Babler Bros., Inc., an Oregon corporation, by and through its corporate officials doing business at 4617 SE Milwaukie Ave., Portland, Oregon 97202

hereinafter called "contractor,"

WITNESSETH:

That the said contractor, in consideration of the sums to be paid by the State in the manner and at the times herein provided, and in consideration of the other covenants and agreements herein contained, hereby agrees to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, supplies, materials and labor and do all things in accordance with the applicable plans, the applicable Standard Specifications, the special provisions bound herewith, and in accordance with such alterations or modifications of the same as may be made by the engineer or the Commission, and according to such directions as may from time to time be made or given by the engineer under the authority and within the meaning and purpose of this contract. This agreement shall be binding upon the heirs, executors, administrators and successors and assigns of the contractor.

That the applicable plans, the applicable Standard Specifications, the special provisions bound herewith and the schedule of contract prices bound herewith are hereby specifically referred to and by this reference made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

That the contractor shall faithfully complete and perform all of the obligations of the contract, and in particular shall promptly, as due, make payment of all just debts, dues, demands and obligations incurred in the performance of said contract; and shall not permit any lien or claim to be filed or prosecuted against the State. It is expressly understood that this contract in all things shall be governed by the laws of the State of Oregon.

In consideration of the faithful performance of all of the obligations, both general and special herein set out, and in consideration of the faithful performance of the work as set forth in the contract, the applicable plans, Standard Specifications, special provisions, schedule of contract prices and all general and detailed specifications and plans which are a part hereof, and in accordance with the directions of the engineer and to his satisfaction, and, on Federal Aid Projects to the satisfaction of the Federal Highway Administration, or its authorized representative, in conformity with the requirements of the Federal Aid Road Act and all amendments thereto, the State agrees to pay to the said contractor the amount earned, as determined from the actual quantities of work performed and the prices and other bases of payment specified, and taking into consideration any amounts that may be deductible under the terms of the contract, and to make such payments in the manner and at the times provided in the applicable Standard Specifications or special provisions.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their respective official seals as of the date first above written

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on NOV 25 1980 by .... which approval is on file in the Commission records. The delegation order also authorized the State Highway Engineer to execute the contract on behalf of the Commission.

APPROVED AS TO FORM ONLY.

....
State Highway Engineer

....
Chief Counsel

Babler Bros., Inc.
Contractor

By ....

By ....

....
Contractor

By ....

By ....

SPECIAL PROVISIONS

TERMINATION OF CONTRACT DUE TO CIRCUMSTANCES BEYOND THE CONTROL OF THE CONTRACTOR

The State may, by written order or upon written request from the contractor, with approval of the Federal Highway Administration where applicable, terminate the contract or a portion thereof if the contractor is prevented from completing construction of the project for reasons beyond control of the State, or in the opinion of the engineer, beyond control of the contractor. These reasons may include, but are not necessarily limited to nonavailability of materials, Acts of God (as defined in Section 101.02 of the Standard Specifications), executive orders of the President related to national defense, Congressional or State acts related to highway funding.

When the contract, or any portion thereof, is terminated before completion of all items of work in the contract, payment will be made for the actual number of units or items of work completed at the contract unit price, or as mutually agreed for items of work partially completed. No claim for loss of anticipated profits will be allowed.

Reimbursement for mobilization expenses (when not included in the contract as a separate pay item), including moving equipment to and from the job, will be considered where the volume of work completed is too small to compensate the contractor for these expenses under the contract prices; the intent being that an equitable settlement will be made with the contractor.

When the item "Mobilization" appears in the contract as a separate pay item, the amount to be paid the contractor under said item will be the reasonable value of actual mobilization costs incurred as said costs are documented by the contractor to the satisfaction of the engineer.

By mutual agreement of the parties, acceptable materials, obtained by the contractor for the work, that have been inspected, tested and accepted by the engineer and that are not incorporated in the work may be purchased from the contractor at actual cost as shown by receipted bills and actual cost records at such points of delivery as may be designated by the engineer.

Termination of the contract or a portion thereof shall not relieve the contractor of his responsibilities for the completed work, nor shall it relieve his surety of its obligation for and concerning any just claims arising out of the work performed.

January, 1980

9224

L.

January 7, 1981 ORG 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Catastrophic Failure
Mt. Hood Highway and other
FA Routes in Immediate Vicinity
Hood River County

Copy [illegible] 2.6

On December 30, 1980 we submitted Governor Victor Atiyeh's Proclamation of a Catastrophe and notified you of our intention to claim Federal assistance under provisions of Title 23 USC, Section 120 and 125 for restoration of a catastrophic failure of December 25, 1980.

At about 4:00 p.m. Christmas Eve, rainfall started on the northeast slopes of Mt. Hood. This rainfall continued through Christmas Day and its intensity increased dramatically between 4:00 p.m. and 10:00 p.m. During this 30-hour period, between 7 and 8 inches of rain fell. In the last 6 hours, the intensity was the equivalent of a 100 year storm. In addition to the extremely heavy rainfall, there was a loss of 1½ feet of snow, adding the equivalent of another 1½ inches of rain fall. Temperatures during this period were around 40 degrees fahrenheit.

This heavy precipitation soaked the relatively thin overburden of material along Polallie Creek until the natural cohesiveness of the soil was overcome. We assume a mud slide cascaded down into the creek, damming it. Very quickly, a large volume of water built up behind this natural dam. When it broke through, it scoured the creek bed to bare rock and rushed downstream. At three other points, this same event was repeated as the rushing water eroded the creek bank, precipitating further mud and debris slides into the creek, ultimately damming and then releasing huge amounts of water, logs, and other debris. The final torrent, resulting from release of waters from a natural dam over 40 feet high, cascaded across the East Fork of the Hood River temporarily damming it. When this last dam broke, the avalanche of water, mud and logs provided the coup de grace for 6½ miles of the Hood River Highway, parts of another highway, roads and bridges, a water line serving the area, and killed one camper who was in the area. One of our maintenance people saw the wall of water approaching. A newspaper account of his ordeal is attached.

The damaged highways are:

Mt. Hood (Forest Highway #49)
Hood River Highway FAS 142
Cooper Spur County Road FAS B425
Base Line County Road FAS B425

Our traffic data shows 50 trucks per day using the Mt. Hood Highway during the summer season. This activity is part of Oregon's Number 1 industry which we consider of prime importance. The remaining traffic is normal commerce with a high percentage being recreation oriented. Tourism is Oregon's third highest industry and a very vital one to our economy.

The Mt. Hood Highway sustained most of the damage. It is a Forest Highway, Route No. 49, and does qualify for one hundred percent financing. The other routes mentioned are not; therefore we request one hundred percent financing for all of the restoration cost related to this Castastrophe.

Permanent restoration of the Mt. Hood Highway, the Hood River Highway, certain county roads and other costs should be eligible for reimbursement as a result of this Catastrophe. In addition the following items should also be eligible for reimbursement:

1. On November 26, 1980 we awarded a contract to resurface the same section of the Mt. Hood Highway between Polallie Creek-M.P. 84.94. This contract must now be terminated, for lack of a highway to resurface, and the Contractor's expense for work already done should be eligible for reimbursement.

2. The approaches were washed out at a bridge over the East Fork of Hood River on FAS B425, Base Line County Road at M.P. 12.74. This road being on a FAS route and in the flash flood area should make the cost for its reconstruction reimbursable.

3. The approaches were washed out at the ends of a bridge over the East Fork of Hood River on FAS 142 at Dimmick Park on the Hood River Highway M.P. 18.22, their replacement is considered eligible.

4. Our Maintenance forces are proceeding to expeditiously provide a two-way traffic alternate route (detour) by way of Cooper Spur Road, which was also devastated at and near its intersection of the Mt. Hood Highway by the avalanche of water and debris that came from Polallie Creek. The cost to restore this Section of Cooper Spur County Road for a detour and the resurfacing of the southern two and one half miles of Cooper Spur Roadway is considered eligible for temporary repair and or permanent restoration. The County has been contacted and has agreed to our use of Cooper Spur Road as a detour after the above reconstruction is made.

Our District Engineer and all available support forces have been working since the destruction to provide an alternate route. They also worked on the development of estimates for both temporary and permanent restoration.

We are submitting attachments in the form of aerial photos at various locations showing the devastation of roadways and bridges; estimates of cost for temporary and permanent restoration of the damage mentioned in preceding paragraphs and traffic data with both winter and summer usage.

Our attached support information will show the following cost information by route, by temporary repair and permanent restoration. The estimates in brief are:

Temporary Repair:	
State Highways	$ 480,000.00
Permanent Restoration:	
County Road	$ 70,000.00
Cancellation of Contract	50,000.00
Preliminary Engineering	300,000.00
Rights of Way	100,000.00
Roadway and Structures	11,700,000.00
TOTAL	$ 12,700,000.00

Your favorable consideration of our proposed use of emergency relief funds is requested.

DES:bke

cc: F.B. Klaboe
D.H. Moehring
E.S. Hunter
E.L. Hardt

9224

10-27-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. -24(26) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO. ITEM NO. 80353	COUNTY NAME Hood River PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
10/29/80	10/29/80	Primary 24 Primary 26

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-21
orig

GENERAL LOCATION:

Polallie Creek - M. P. 84.94 Section

GENERAL DESCRIPTION OF WORK:

Pavement Overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Perm. & Temp. Pavement Striping
S.F. $5,200
On the job trainees $800
Asphalt cement adjustment $70,000 State Furnished Rail elements $1,034

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/24/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,054,173 Federal Funds $929,253.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/29/80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-855

9254/

26

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9 12 2 80

Donald L [illegible]

Paul

[illegible]

~~Oct. 23, 1980~~ Bid Letting ________ All Clear Deadline

SECTION Polallie Cr.-MP 84.94

Highway Mt. Hood

County Hood River Region 1

Type of Work Overlay Funds FA

State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Turbidity ?~~

~~[illegible]~~

~~CE~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	Statewide CE
PERMITS:						
Division of State Lands	☐	☒	☐	☐	☒	
D.O.G.M.I.	☒	☐	☐	☐	☐	USFS Pit - info to DGMI 8-26-80
Corps of Engineers	☐	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

26

Form FHWA 121 (1/80)

9224

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-24(-)
Polallie Creek-MP 84.94
Mt. Hood Highway
State Furnished Guardrail

Date: July 31, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your July 24, 1980, request to use State furnished guardrail on the above project.

We agree it is in the public interest to use State furnished guardrail on this project. Our finding is based on the conservation of energy realized by using these salvaged materials.

All salvaged guardrail used must be in good condition and conform to current standards.

G. L. Green

1 Versteeg ✓
Anderson
2 Christensen DDC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 0 1 1980
ROAD DESIGN SECTION

Do Not
Action

REFERRED TO
Beard
Stoudenmeyer
Cole
Mann NEM
Eriksen
Watson
Hager
Leu
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
STATE HWY ENGR
AUG 1 '80
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

1324

GENERAL FILES

L.

July 24, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Attention: Glenn Hossner

Gentlemen:

Re: Polallie Creek-MP 84.94
Mt. Hood Highway
Hood River County

We are requesting a public interest finding in the State furnishing the following item on this project:

State furnished Guard Rail Members, 4,387.5 Lin. Ft. at $0.235695 per Ft. = $1034.00.

This material was salvaged from previous projects. It was purchased by the State and stockpiled at the Cascade Locks Maintenance Yard. Charges will be made to the project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the Cascade Locks Maintenance Yard and use it on the project.

We feel it is in the public interest to use this material to conserve State funds previously expended and to conserve energy by using materials on hand.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

bc: E. S. Hunter
J. W. Sheldrake
C. T. Keasey
D. H. Moehring
E. L. Hardt
D. E. Swan
N. E. Mann
J. Sullivan

RECEIVED
TECHNICAL SERVICES
JUL 25 '80
REFER TO
FOR

9224

2.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-24(-)
Polallie Creek - M.P. 84.94
Guardrail Treatment
Hood River County

Date: June 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Christensen's letter of April 30, 1980, regarding the treatment of existing guardrail on the project. We agree with and approve your proposal.

The guardrail extensions should be constructed to current height requirements which may require adjusting the existing guardrail over a suitable distance to obtain the desired height.

G. K. Hosmer
for G. L. Green

cc:
OSHD (D O Christensen, Eng)

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STATE HWY E
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REFER TO
FOR
Info | R.D | D.R | Sign | Act | File

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 30, 1980

In Reply Refer to
File No.:

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, Oregon 97310

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
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REFER TO
FOR
Info Inves R/D D/R Sign Act File

Attention: Glenn K. Hossner

Gentlemen:

Re: Guardrail
Polallie Creek-M.P. 84.94
Mt. Hood Highway
Hood River County

Please reference our previous correspondence of April 3, 1980, and your reply of April 18, 1980, (HFO.4/5-OR) for background information on this project.

It is recommended that we minimize the guardrail work on this project to that necessary to take care of the high priority areas. The existing guardrail on this project has been reviewed by the field and is generally in good shape and except for two areas is at a 19-inch height.

We propose to install or upgrade guardrail at structures to present standards: flare ends of existing runs to 4-feet with 2A guardrail, install anchors and proper end pieces: raise and upgrade the two runs that are presently at 18-inches and below and take care of any obvious hazardous areas. We do not propose to revise any of the other guardrail, at this time, that is presently in good shape and above 18-inches in height. We will be feathering out the 1-1/2-inch overlay to maintain guardrail height.

Further guardrail upgrading will be deferred until a future overlay is required. It is estimated that this will save approximately $100,000.

This proposal has been discussed and tentatively agreed to by Dave Carter of your office on April 24, 1980.

Very truly yours,

Duane O. Christensen

Duane O. Christensen

Form 734-3122

DOC:ab
cc: E. S. Hunter D. H. Moehring E. L. Hardt N. E. Mann

5224 2.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-24(-)
Polallie Creek, MP 84.94
Mt. Hood Highway, Hood River County
(Mr. D. O. Christensen's memo, 4-3-80)

Date: April 18, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Christensen's memorandum, and we concur in the proposed typical section of 12-foot travel lanes and 2-foot paved shoulders.

Our concurrence is based on the low average daily traffic and low peak hourly volumes on this extremely rural section. The below-standard shoulder widths are also mitigated by the ample "pull off" opportunities which exist along the road.

G. K. Hossner
for G. L. Green

cc:
OSHD (Mr. D Christensen, Final Des Unit, Rd Des Sec, OTS)
OSHD (Mr. D Swan, FA Sec, OPM)

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STATE HWY ENGR
APR 23 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

4-23

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9224 2

STATE OF OREGON

INTERO CE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: April 9, 1980

MAI
Br. 16006

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
E.Fork Hood River Br., Br. 16006
Polalli Cr. to MP 84.94 Section
Mt. Hood Highway
Hood River County

The East Fork Hood River Bridge on the subject section should be stripped of existing A.C. wearing surface and a 1/2 inch asphalt membrane and 1 1/2 inch new A.C. wearing surface placed on the deck.

JEB:dh

cc A. Shirley
George Hopkins
Jack Sullivan

Maan NEM

____ Versteeg ____
____ Anderson ____
1 Christensen DOC
____ Olson ____
AB Sullivan Copy
____ [illegible] ____
____ [illegible] ____
____ Wakerlig ____

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APR 10 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ____
[illegible] ____/____/____
Action ____

81-125-1387

9224

April 3, 1980

Mr. Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

RE: Polallie Creek-M.P. 84.94
Mt. Hood Highway
Hood River County

This FA overlay project is for the purpose of restoring the asphaltic concrete surface and correcting deficiencies in barriers, drainage, and rock fall protection. The project is approximately 9.1 miles long. The present ADT is 750. The projected ADT is 1300 for the year 2000.

The typical section proposed is 12-foot travel lanes with 2-foot shoulders.

The beginning and end of the project will connect into an existing roadway width of 28 feet. In the foreseeable future there are no plans to upgrade this highway either to the north or to the south of this project. It is in the public interest to use the reduced shoulder widths.

This letter is submitted as documentation of the exception to minimum design criteria as set forth in the "Geometric Standards for Highways Other Than Freeways, AASHTO, 1969".

This project is presently scheduled for the May 29, 1980, contract letting.

Very truly yours,

J. H. Versteeg
Rd. Design Engineer
ORIGINAL SIGNED
By: DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

RECEIVED
TECHNICAL SERVICES
APR 3'80
REFER TO
FOR

Info	Inves	R/D	U/R	Sign	Act	File

cc: E. S. Hunter ✓
Ed Hardt
Frank Terpin
D. H. Moehring
Norman Mann

7024

26

STATE OF OREGON

INTEROFFICE MEMO

LOCATION SECTION

LOC 8

TO FILE

DATE March 13, 1980

David W. Bryson

FROM David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Polallie Creek-M.P. 84.94 Section
Polallie Creek Arch
Mt. Hood Highway
Hood River County

The proposed project will extend the existing double 9'-6" x 6'-5" arch pipe approximately 12 feet left and right.

HYDROLOGY

Polallie Creek is a west-east tributary of the East Fork, Hood River and drains an area of approximately 4.4 square miles. Polallie Creek drains the runoff from the eastern slopes of Mt. Hood. Since there is no stream gage data available for Polallie Creek, the recurrence interval vs. peak discharge relationship listed below was determined from data available from Gage 14-1185 (West Fork, Hood River, drainage area - 95.6 square miles) which drains similar type terrain.

Recurrence Interval	Peak Discharge
100-year	880 cfs
50-year	775 cfs
25-year	675 cfs
10-year	550 cfs
5-year	450 cfs

According to the assistant section foreman who has been in the area since 1951, there have been no particular maintenance problems with the crossing other than occasional ice build-up during the winter months. He could never recall any roadway overflow at this site.

HYDRAULIC DESIGN

The 25-year flood of 675 cfs was chosen as the design flood.

The following table compares the existing condition to the proposed condition for both the 25-year design flood and the 100-year flood of 880 cfs.

REFERRED TO
Beard ... Cloud ...
Cole ✓ Sample
Erikson ... Watson
Hager ... Lon...
[✓ Return] Discuss Do File Copy Do...
BY FINAL DESIGN ENGINEER

[illegible]

	Flow Line Elevation At the Inlet	25-Year Headwater Elevation	100-Year Headwater Elevation	25-Year Headwater Depth	100-Year Headwater Depth
Existing Double 9'-6"x6'-5"x58' Arch-Pipe	90.8	96.9	98.7	6.1	7.9
Extended Double 9'-6"x6'-5"x82' Arch-Pipe	91.2	97.3	99.1	6.1	7.9

The headwater depth for both conditions are equal since the arch pipes operate in inlet control. The increase in headwater elevation is due to the increased flowline elevation due to the extension. The elevation of the top of roadway is 100.0 feet.

RIPRAP

It is suggested that the fresh embankment slopes at the inlet and outlet be protected with an 18-inch blanket of Class 100 loose riprap. It is also suggested that the channel be lined with an 18-inch blanket of Class 100 loose riprap for a distance of 30 feet from the outlet.

DWB:ja

cc Frank Terpin w/attachment
Duane Christensen ✓ "
Ed Hardt "
Herb Schell, FHWA "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge – cfs m³/s	675	880	
Frequency – yrs.	25	100	
H.W. Elevation ~~Natural Channel~~ ft. m.	97.3	99.1	
H.W. Elevation Channel Change ft. m.	—	—	
~~Average~~ Outlet Velocity fps mps	12.9	13.8	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Polallie Creek - M.P. 84.94
Polallie Creek Arch Extension
Mt. Hood Highway
Hood River County

COMPILED BY:
Dave Bryson

DATE:
March 12, 1980

9284

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1979

In Reply Refer to
File No.:

1. Polollie Cr.-Mt. Hood
2. Middle Fk. Will. R.-Salmon
3. Odell. Lake-Makualla

A. R. Westby
Office of Federal Highway Projects
Federal Highway Administration
610 East Fifth Street
Vancouver, WA 98661

Dear Mr. Westby:

Foster Reservoir-Cascadia State Park Section
Santiam Highway, Forest Highway #32
Linn County

In addition to the three projects already given you by phone as substitutes for the subject project, the following projects are submitted for consideration as substitutes also:

1. Nesika Beach-Wedderburn Section
   Oregon Coast Highway, Forest Highway #10
   Curry County
   Overlay and Safety 6.5 miles $500,000±

2. Willamette Junction-Chemult Section
   The Dalles/California Highway, Forest Highway #19
   Klamath County
   Overlay and Safety 7.0 miles $1,000,000±

3. Castle Rock-Cedar Creek Section
   Three Rivers Highway, Forest Highway #1
   Tillamook County
   Overlay 11.7 miles $900,000

4. Fox-Beech Creek Section
   Pendleton-John Day Highway, Forest Highway #34
   Grant County
   Overlay-Widen 11.9 miles $2,200,000±

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TECHNICAL SERVICES
MAY 18 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

If it is determined to substitute one or more of these projects for the Foster Reservoir-Cascadia State Park project, please let us know and we will begin work on getting plans and specifications prepared for your use.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
FHWA

Form 734-3122

9224

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-24(15)

STATE PROJECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80353

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-10-78

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Polallie Creek M.P. 84.94 Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $25,000
F.F. 21,440
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 31, 1978 letter I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

DATE 8-10-78

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1980 Hackett Dr.-Crescent Sec. 9225
of The Dalles-Cal. Hwy.
(Grading and paving)

1225

STATE COPY

rll

US Department of Transportation
Federal Highway Administration

cc: OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 10/19/84	REPORT MADE BY 10-19-84 D. B. Carter, Area Engineer		PROJECT NO. F-4-1(9)
COMPLETION DATE (Actual) 8/14/81	ACCEPTANCE DATE BY CONRTACT AGENCY 4/29/82	TIME ELAPSED 80.3 %	CONTRACT TIME 300 calendar days

LOCATION
Approximately 8.5 miles south of the community of La Pine, Deschutes County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HACKETT DRIVE - CRESCENT SECTION
THE DALLES - CALIFORNIA HIGHWAY
Grading & Paving

This project provided for the widening and resurfacing of this 8.4 mile section of the Dalles-California Highway.

The final cost of the original bid items was $1,792,378.40 or a 7.6 percent underrun of the contract bid amount of $1,928,520. The final cost of the project including all changes and engineering was $2,083,941.36.

All participating work has been completed.

All signing and striping is complete.

A final inspection of the completed work was made on September 3, 1981.

RECEIVED
STATE HWY ENGR
OCT 23 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

NOTED
W. E. SCHWARTZ
cy 10/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 10/22/84	TITLE Field Operations Engineer	DATE 10/22/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9225

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	8-31-84	County Klamath
MODIFICATION NUMBER 1		Project Number F-4-1(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 15, 1980,

is hereby modified as Please note pro rata correction

	Former amount	Revised amount
Estimated total	$ 2,366,798.00	$ 2,105,878.00
Federal funds	$ 2,086,332.00	$ 1,856,331.00
Other revisions		

This modification is made for the following reasons:

To release appn code 010 funds for use on construction contracts.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 29, 1984

FEDERAL AID PROJECT NO. F-4-1(9)

Hacket Drive - Crescent Section
The Dalles-California Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6201
Roadway (M.P. 177.21 to M.P. 185.62)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	6.00	315	$ 4,890.00	511.4	$ 3,068.40
Temporary Barricades	50.00	6	300.00	2	100.00
Temporary Plastic Safety Markers	70.00	25	1,750.00	12	840.00
Temporary Delineators	10.00	446	4,460.00	80	800.00
Flagmen	22.00	2,000	44,000.00	1,721	37,862.00
Pilot Car	1.00	1,000	1,000.00	198.5	198.50
Embankment In Place	3.25	31,000	100,750.00	(P.A. #2)	
Price Agreement #2	4.50	--	--	19,506.9	87,781.05
Watering	15.00	760	11,400.00	342.5	5,137.50
Class B Asphalt Concrete Mixture	10.00	41,500	415,000.00	(P.A. #4)	
Class B Asphalt Concrete Mixture In Leveling	10.00	10,200	102,000.00	(P.A. #4)	
Price Agreement #4				52,051.81	520,518.10
Asphalt Cement in Mixture	179.00	3,350	559,650.00	3,080.55	551,418.45
Asphalt in Tack Coat	200.00	85	17,000.00	50.09	10,018.00
18-Inch Culvert Pipe	15.00	208	3,120.00	148	2,220.00
Delineators	20.00	225	4,500.00	172	3,440.00
Roadside Seeding & Mulching	1,000.00	13	13,000.00	8.2	8,200.00
SUBTOTALS			$1,282,820.00		$1,231,602.00

Decrease	$ 51,218.00
Subtotal from Estimate of December 1, 1980	2,103,820.00
Subtotal	$2,052,602.00
Engineering	53,276.00
Total	$2,105,878.00

Length of Roadway ------------------------ 8.41 miles
Cost of Roadway per mile ----------------- $250,401.66

Federal Funds (88.1~~8~~5%)	$1,856,331.00
State Funds	249,547.00
TOTAL	$2,105,878.00

Group 5: 100%
Contract No. 9225
Prefix: 18-1943
Prefix: 18-1099

WH:me

STATE COPY OMB No. 04-R2089 L

9225

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-102	S. DEPARTMENT OF TRANSPORTATION EDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/15/80	State egon County Klamath Project No. F-4-1(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, 0.5 mi. S. of Crescent, N. 8.4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-80	8.410
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 2,366,798.00	FEDERAL FUNDS $ 2,086,332.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator DEC 15 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 1, 1980

Federal Aid Project
No. F-4-1(9)

Hacket Drive-Crescent Section
The Dalles-California Highway
Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. 177.21 to M.P. 185.62)

Furnishing Field Laboratory	1 Each	3,000.00	$ 3,000.00
Mobilization		All Required	125,000.00
Temporary Protection and Direction of Traffic		All Required	20,000.00
Temporary Signs	815 Sq. Ft.	6.00	4,890.00
Temporary Barricades	6 Each	50.00	300.00
Temporary Plastic Safety Markers	25 Each	70.00	1,750.00
Temporary Delineators	446 Each	10.00	4,460.00
Flagmen	2,000 Hr.	22.00	44,000.00
Pilot Car	1,000 Hr.	1.00	1,000.00
Clearing and Grubbing		All Required	20,000.00
Removal of Structures and Obstructions		All Required	2,000.00
Embankment in Place	31,000 Cu. Yd.	3.25	100,750.00
Watering	760 M-Gal.	15.00	11,400.00
Aggregate Base	57,000 Ton	6.75	384,750.00
Class "B" Asphalt Concrete Mixture	41,500 Ton	10.00	415,000.00
Class "B" Asphalt Concrete Mixture in Leveling	10,200 Ton	10.00	102,000.00
Asphalt Cement in Mixture	3,350 Ton	179.00	599,650.00
Asphalt in Tack Coat	85 Ton	200.00	17,000.00
Asphalt Membrane	356 Sq. Yd.	15.00	5,340.00
18-inch Culvert Pipe	208 Lin. Ft.	15.00	3,120.00
48-inch Arch Type Pipe	10 Lin. Ft.	150.00	1,500.00
Extra for Pipe Under Pavement	30 Lin. Ft.	15.00	450.00
Guard Rail, Type 2A	1,900 Lin. Ft.	11.50	21,850.00
Guard Rail, Type 3	100 Lin. Ft.	24.50	2,450.00
Guard Rail Anchors, Type 1	6 Each	300.00	1,800.00
Extra for Guard Rail Bridge Connections	4 Each	300.00	1,200.00
Rail End Pieces, Type C	6 Each	110.00	660.00
Extra for Asphalt Approaches	39 Each	300.00	11,700.00
Adjusting Manholes	6 Each	250.00	1,500.00

Adjusting Inlets	10 Each	250.00	2,500.00
Delineators	225 Each	20.00	4,500.00
Roadside Seeding and Mulching	13 Acre	1,000.00	13,000.00
			$1,928,520.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 4,700.00
Temporary Erosion Control	All Required	9,000.00
Asphalt Cement Adjustment	All Required	160,000.00
On the Job Trainee (2 at $800)	All Required	1,600.00
		$ 175,300.00

SUBTOTAL	$2,103,820.00
Engineering	262,978.00
TOTAL	$2,366,798.00

Length of Roadway -------------- 8.410 mi.

Cost of Roadway Per Mile -------$281,426.63

Work Retained in Program
(not included in amounts below)

Bikeway Signs	All Required	$ 400.00

Federal Funds (88.15%) ---------	$2,086,332.00
State Funds --------------------	280,466.00
TOTAL	$2,366,798.00

Group 5 - 100%; Group 8 - 0.00%
Contract No. 9225
Prefix 18-1943
Prefix 18-1099

Hackett Drive-Crescent
(nonparticipating-State work)

State Responsibility for Damages	All Required	$1,000.00
Purchase Merchantable Timber in Quarry	All Required	1,000.00

9225

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

4

SEE INSTRUCTIONS ON REVERSE

KEY ID# 4

REGION 4

SECTION Hackett Drive-Crescent
The Dalles-California Highway

#4

AUTHORIZATION NO. 1

PREFIX 18-1482

DATE 5/9/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		200	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			
						TOTALS	$ 8,600	$ 8,600

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

PREVIOUS AUTHORIZATION $

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for a protective overlay by contract.

cy Watson mb

1 Versteeg ✓
2 Anderson
3
4 Terpin
Wakerlig

RECEIVED

ROAD DESIGN SECTION

Do Not
Return
Bring
Action

PREPARED BY Phillip V. Lewellyn	DATE 5/9/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/9/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-10-83
RECOMMENDED, LOCATION ENGINEER X Frank E. Turpin	DATE 5/9/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9225 5-11-82 file L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats No. 9314	Bend W.C.L.-Forest Boundary Deschutes County	April 9, 1982
Slayden & Holm, Inc. No. 9254	Gales Cr. (Parson Rd.) Br. Washington County	April 12, 1982
Gervais Const., Inc. No. 9247	Bear Cr. Overflow Bridge Coos County	April 14, 1982
Stach Const. Co. No. 9186	Yaquina River Bridges (M.P. 2.40 & 4.93) Lincoln County	April 27, 1982
Babler Bros., Inc. No. 9225	Hackett Dr.-Crescent Klamath County	April 29, 1982
Steeck Electric Co. No. 9271	Green Springs Hwy. @ Walker Ave. (Ashland) Jackson County	April 29, 1982
Douglas S. Coats, Inc. No. 9263	Oak St.-Ann St. (Ashland) Jackson County	May 3, 1982

May 11, 1982 C.T. Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9225

L.

April 15, 1982

J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

CON 5
#9225

Attention: Alan Hay

Gentlemen:

Thank you for your letter of March 24, 1982, informing us that you have received final payment and are releasing the claim against Babler Bros., Inc., in the amount of $23,989.12.

You state this is in reference to the Babler Bros., Inc., Contract No. 9225 for work on Hackett Drive-Crescent Section of The Dalles-California Highway in Klamath County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

ED
4-15-82 Lmc

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P.O. BOX 768
McMINNVILLE, OREGON 97128

March 24, 1982

Oregon Department of Transportation
Transportation Building
Salem, OR 97310

RE: Hackett Drive - Crescent US 97
OSHD 9225

Gentlemen:

We have received this day the final payment for the above referenced project.

We are, therefore, releasing our claim against Babler Bros., Inc. for $23,989.12 for this project.

Sincerely,

J. C. COMPTON COMPANY

By
Alan Hay

FAH:sb
cc: Lloyd Babler
Seaboard Surety Company

RECEIVED
[illegible]
COMM [illegible] ICES
DEPARTMENT OF TRANSPORTATION

1225

L.

April 30, 1982

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CON 5
#9225

Gentlemen or Ladies:

Contract No. 9225 awarded to Babler Bros., Inc., for work on the Hackett Drive-Crescent Section of The Dalles-California Highway in Klamath County was completed on January 11, 1982, and accepted by the State Highway Division on April 29, 1982.

Final payment in the amount of $9,326.56 will be released to the contractor after May 5, 1982. The total contract amount is $1,973,925.36. No work was performed under force account.

You were previously advised of a claim filed with us against the performance bond on this contract which has now been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

9225 5677 Files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 16 1981
NORMA PAULUS
SECRETARY OF STATE

December 14, 1981

IN REPLY REFER TO
FILE NO.

CON 5
#9225

J. C. Compton Company
P. O. Box 763
McMinnville, OR 97128

FILED
DEC 16 1981
NORMA PAULUS
SECRETARY OF STATE

Attention: Alan Hay
Vice President

Gentlemen:

This will acknowledge receipt of your letter of December 2, 1981, concerning a claim for retainage monies being held in the amount of $23,989.12 against the bond on Contract No. 9225.

The claim states this is in reference to the Babler Bros., Inc., Contract No. 9225 for work on the Hackett Drive-Crescent Section of The Dalles-California Highway in Klamath County.

The Seaboard Surety Company through K.L. & K. Associates, Inc. furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Babler Bros., Inc.
6201 S.E. Lake Road
Milwaukie, OR 97222

Seaboard Surety Company
320 108th Avenue, N.E.
Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
12-18-81 dmc

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P.O. BOX 768
McMINNVILLE, OREGON 97128

CERTIFIED MAIL

December 2, 1981

Oregon State Department of Transportation
Accounting Section
434 Transportation Building
Salem, OR 97310

Attention: V. E. Skoog, Highway Controller

RE: OSHD 9225, Hackett Drive

Gentlemen:

Notice is herby given that the undersigned, J. C. Compton Company, has a claim for retainage monies being held in the sum or $23,989.12 against the bond taken from Babler Bros., Inc. for the work completed on the Hackett Drive project, OSHD 9225.

Sincerely,

J. C. COMPTON COMPANY

By
Alan Hay
Vice President

FAH:sb
cc: Babler Bros.

RECEIVED
1981
LEGAL

RECEIVED
DEC 4 1981
HIGHWAY ACCOUNTING

RECEIVED
DEC 9 - 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9225

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: HACKETT DRIVE - CRESCENT

WEEK ENDING: Dec 12-81

SECTION PREFIX: 18-1099

HIGHWAY: THE DALLES - CALIFORNIA

COUNTY: KLAMATH

NAME OF JOB: HACKETT DRIVE - CRESCENT

KIND OF WORK: GRADING AND PAVING

CONTRACTOR: BABLER BROS. INC.

CONTRACT NUMBER: 9225

FEDERAL AID PROJECT NUMBER: F - 4 - 1(9)

DATE OF CONTRACT: November 26, 1980

DATE WORK STARTED: February 20, 1981

ESTIMATED COMPLETION DATE: October 4, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 300

CALENDAR DAYS USED: 241

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 80

PROJECT AUTHORIZATION: $2,369,497.50

EXCLUSIVE OF ENGINEERING: $2,200,999.90

ENGINEERING AUTHORIZATION: $168,447.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,200,999.90

ENGINEERING COST TO DATE: $93 000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 12 %

PERCENT OF AUTHORIZATION . . . . . 55 %

DATE PROJECT WAS COMPLETED: August 14-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.41	8.41			8.41
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	31,000cu.yd.	57,000			51,700
TOTAL QUANTITIES CORRECTED TO DATE	20,434cu.yd.	57,000			51,700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Showers	0		Project Completed
MONDAY 7	Cloudy	0		
TUESDAY 8	Clearing	0		
WEDNESDAY 9	overcast	0		
THURSDAY 10	Cloudy	0		
FRIDAY 11	Clearing	0		
SATURDAY 12		0		

RECEIVED
DEC 14 1981
CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Submitted to Region.
Third Notification Pending form PR-47 from Sub-Contractor

This is The Last Weekly Report.

SIGNED W. W. Robertson LOCATION Bend-
by Jim. [illegible]

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9225

L.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX ~~1249~~ 5309, BEND, OREGON ~~97701~~ 97708 PHONE 382-1911

JULY 21, 1981

In Reply Refer to
File No.:

Mr. Philip A. Kemp
P.O. Box 128
Chemult, Oregon 97731

NOTED
H.S.COULTER

Re: Removal of Car From Curb

Dear Mr. Kemp:

After looking at your car and talking with you yesterday, I called the contractor, Babler Bros. Inc. of Portland,Oregon. In talking to Mr: Al Dernbach who handles insurance matters for the company, he assured me that you will be immediatley contacted in reguard to their company having your car moved and damaged. Also a company representive who is familiar with the projects operation might be able to explain how this incident happened.

If you do not hear from Babler Bros. soon, please contact me or telephone me at 388-6216 and I will follow up on this incident.

Sincerely Yours
W. W. Robertson
W. W. Robertson
Resident Engineer

WWR/te

cc: Region
File

RECEIVED
STATE HWY ENGR
JUL 27 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE JUL 21 1981 RDE
RSO REGION 4 RBE
ASSIGNED__________

cc- Coulter

Form 734-3122

AEH2 RECEIVED OM
CAE CA
FOE JUL 15 1981 LE
QCE TC
SCS CONSTRUCTION FE
EEO BRANCH CP

P.O. Box 128
Chemult, OR 97731
July 10, 1981

Director of Transportation
Dept. of Transportation
Transportation Bldg.
Salem, OR 97310

Dear Sir:

I am employed with the U.S. Forest Service, Crescent Ranger District in Crescent, Oregon. For the past year and a half, I have parked my car on Highway 97 in front of the Forest Service grounds in Crescent.

Several weeks ago, Babler Bros. Construction Company began paving Highway 97 north of Crescent. Abruptly, on Wednesday, July 8th, they decided to begin paving through town. There was absolutely no warning in the form of sign posting of their intentions. Verbal warning consisted of notifying personnel at the Crescent Ranger Station at 4pm that they would have ½hour to move their cars. I was away from the station and could not be reached at that time and consequently my car was towed off the highway.

I would like to know under who's authority such a company can tow my car without my permission? I would also like to know why no "No Parking" signs were posted in advance? Also, was there a state inspector on the scene to supervise the towing of my car or to authorize such activity? Finally, I received some minor damage to my car (a 1981 model I have owned for only a month) and would like to know if I have the right to obtain damages. At least I think I should have the right to obtain an apology.

I am a conscientious, law-abiding citizen and am perfectly willing to do what is asked of me. However, I am unaware of any law that authorizes a construction company to move a legally parked car without adequate warning, or considering the time of day, justification.

If I am in error, please inform me of such and the matter will be dropped. If I am not, I would like an explanation from State authorities as to why this was allowed to happen. Furthermore, I would like to receive an apology from a company representative and an assurance that this type of action will not happen again.

I will be eagerly awaiting your response within the next few weeks. Thank you for your help.

Sincerely,

Philip A. Kemp

Philip A. Kemp

RECEIVED
STATE HWY ENGR
JUL 14 '81
REFER TO
Reply Direct
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
JUL 14 '81
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File
X

Orig to
Keasey
cc Klaboe
Coulter

7-14
ESN

#9225

FILE: MAT L

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region Engineer

DATE: June 26, 1981

RECEIVED
STATE HWY ENGR
JUN 26'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sup | Act. | File

FROM. John C. Jenkins
Engineer of Materials
by
James E. Wilson, Jr.
Asst. Engineer of Materials

Subject: Asphalt Concrete Test Section
with Chem-Crete Modified Asphalt

Ed Hunter has asked that arrangements be made for paving a test section of asphalt concrete on a 1981 contract project using Chem-Crete modified asphalt. Since the asphalt modification is more effective in pavements subjected to temperature extremes on a reasonably heavy traveled roadway, we have suggested the Hackett Drive-Crescent project or the Redmond S.C.L.-Whittemore Road, N. Unit as an alternate. Since the Chem-Crete supplier has indicated that Witco can supply the modified asphalt for the test section, arrangements with the contractor by your office are needed.

ccpt #9288

Chem-Crete asphalt is a high strength modified asphalt specially processed and refined under patented procedures. The supplier claims that use of the asphalt doubles the stability of paving mixes, reduces creep of asphaltic concrete, improves fatigue life, improves asphalt-aggregate adhesion, increases durability by reducing oxidation, and improves temperature susceptibility or low temperature properties of the asphalt. Several agencies have used the material in paving and there are some mixed opinions at this time as to the extent of benefits.

For use of the material on the project, it is planned that a 20 ton truckload of modified asphalt will be used in the mix for an approximate 1500 foot wearing surface test section. The modified asphalt will need to be ordered by the contractor from their asphalt supplier - Witco in Klamath Falls, Don Carson (phone 884-8872). Witco will blend two tons of Chem-Crete concentrate with their asphalt during loading of a 20 ton load for delivery to the project. The asphalt supplier will need at least three days notice to obtain the concentrate from the Chem-Crete Corporation, John Leonard, in Menlo Park, California (phone 415-854-6202). Cost of the two tons of concentrate has been quoted at $3000.

Contains
Recycled
Materials

When the truckload of Chem-Crete modified asphalt is delivered to the project, it will be necessary that the material be pumped directly from the truck to the paving plant or into an empty tank and then to the paving plant. Mixing, handling and paving, using the modified asphalt should be the same as with unmodifed asphalt. The location of the test section will need to be well referenced and we would like to be notified when the paving will occur to observe the paving and obtain samples.

JEW:gs

cc: H. S. Coulter
C. T. Keasey
E. S. Hunter
D. O. Christensen
Dave Glenn
Will Robertson
Gordon Beecroft
John Leonard
Don Carson

9225

L

U. S. DEPARTMENT OF TRANSPOR. .TION
FEDERAL HIGHWAY ADMINISTRATION

4 - 20 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-1(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80266

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/9/81	Primary 4	Primary 4

10. GENERAL LOCATION:

Hackett Drive - Cresent Section (The Dalles - California Highway)

11. GENERAL DESCRIPTION OF WORK

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Keasey's letter of 4/14/81 this will document credit to project in amount of $20,500 Federal Funds $18,071 as per agreement with Gilchrist Lumber Company effective 4/9/81. (SFO #2)

RECEIVED
STATE HWY ENGR
APR 24 '81
REFER TO
[illegible]
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/20/81	G K Hosmer	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9225

STATE OF OREGON

INTEROFFICE MEMO

TO: Vern Skoog
Highway Controller

DATE: March 31, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: Left-Turn Channelization
Gilchrist, US 97
Hackett Drive-Crescent, Contract No. 9225

Enclosed is Check No. 90924 in the amount of $20,500, and an agreement letter, for Gilchrist Timber Company's share of the cost to construct a left-turn channelization on US 97.

This construction will be done as extra work on Contract No. 9225, Hackett Drive-Crescent. It was agreed that payment would be based on a detailed estimate of the actual cost and be split equally between the parties. The breakdown of costs is shown on the attached sheets.

Construction of the channelization was approved by FHWA as a participating item and also reviewed and approved by Mr. Coulter.

DA:mr

encl

cc: H. S. Coulter
C. T. Keasey
Wil Robertson

RECEIVED
STATE HWY ENGR
APR 1 '81
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

March 25, 1981

In Reply Refer to
File No.:

Left Turn Channelization
Gilchrist Engr. Sta. 1550
Hwy 4, 18-09

Mr. Charles F. Shotts
Vice President
Gilchrist Timber Company
Gilchrist, OR 97737

Dear Mr. Shotts:

We have now received detailed costs from our contractor to construct the left turn channelization at Gilchrist. The cost will be $41,000. In accordance with our previous discussions, we are agreeable to a 50-50 split of the cost because it will provide safe access to the school and public use on the east, and your operation on the west.

If this agreement is satisfactory to Gilchrist Timber Company, please sign below and return one copy of this letter and your check for $20,500. This check should be made payable to the Oregon State Highway Division.

Rec'd
3/31
Forwarded
to Accting.
DA
CK-90924

It is expected that this contract work will be completed by July.

Sincerely,

Dale D Allen

Dale D. Allen
Region Engineer

DDA:pw

C. F. Shotts
Approved

March 30, 1981
Date

731-1877

STATE COPY

FEDERAL HIGHWAY ADMINISTRATION
MAR 20 1981

cc: State (H S Coulter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	STATE Oregon
DATE OF INSPECTION 3-9-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-4-1(9)

IN COMPANY WITH: W. Robertson, Resident Engineer, and D. Allen, Region Engineer, Region 4, OSHD.

MAR 19'81

REFER TO

FOR

LOCATION: Approximately 8.5 miles south of the community of LaPine, Deschutes County, Oregon.

CONTRACTOR NAME AND ADDRESS: Babler Bros., Inc., 4617 SE. Milwaukie Ave., Portland, OR 97202

AWARD DATE 11-26-80	CONTRACT AMOUNT $1,928,520.00	TIME ALLOWED 300 calendar days	TIME STARTED 12-10-80	WORK STARTED 2-20-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 29	WORK COMPLETED --	

REMARKS

HACKETT DRIVE-CRESCENT SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading and Paving

This project provides for widening and resurfacing this 8.41 wide section of highway. Also included is associated safety work.

Work has not yet begun on the highway, however, production of the aggregates are underway. The contractor, through a subcontractor, has elected to produce material from a private gravel source located west of the highway from M.P. 180. Production of the 1"-0 aggregate base is nearly complete. Review of the test results of samples taken during production indicate the material is being produced in substantial compliance with pertinent specifications. The native gravels in the pit run to the small side. The aggregate fracture requirement is being substantially met at or near the minimum value.

The contractor will begin production of the asphalt concrete pavement aggregate later in the week. The contractor has indicated he may produce the material in 3 piles. Some discussion is presently underway as to the gradation of the piles to be produced.

A left turn lane will be added to the project in the community of Gilchrist. The intersection serves the Gilchrist mill, school, and local business district. This added feature will be a cooperative effort with the community and, so, the project will participate financially in an appropriate share of the cost. This improvement is considered necessary and federal-aid participation is recommended for the project share of the cost.

3-23-81
WB Robertson

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 5309 BEND, OREGON 97701 PHONE 382-1911

RECEIVED
FEB 26 1981
BABLER BROS., INC.

February 19, 1981

In Reply Refer to
File No.:

Babler Bros. Inc.
P.O. Box 22092
Milwaukie, Oregon
97222

Attn: Curt Boardman

Re: Hackett Drive - Crescent

Following find a list of items that we reviewed on the job site February 12, 1981, involving a Lt. turn area at Gilchrist. Please furnish this office with your prices so that a Price Agreement may be made for this work.

CLEARING AND GRUBBING

Additional work in excess of the contract. Lump Sum $ 1,200.00

EMBANKMENT IN PLACE

This Lt. turn area will produce approx. 900 cu. yds. of excavation (some sod)

795 cu. yds. @$ 4.50 = $ 3,577.50

TRENCH EXCAVATION

Excavation for 18 inch arch type and 4 inch P.V.C. pipe

70 cu. yds. @$ 20.00 =$ 1,400.00

1"-0 Aggregate Base

(see A.C. Item) 2250 Tons @$ 6.75 =$ 15,187.50

CLASS "B" ASPHALT CONCRETE MIXTURE

This quantity is in addition to the contract quantities.

600 Tons @$ 10.00 =$ 6,000.00

Form 734-3122

ASPHALT CEMENT IN MIXTURE

(see A.C. item) 39 Tons @$ 179.00=$ 6,981.

4INCH P.V.C. PIPE

(Lt. Sta 1549 to special manhole Lt. Sta 1551+20).
(Schedule 40)

225 Lin. ft.@$ 2.00 =$ 450.

18-INCH ARCH TYPE PIPE

(Installed under East approach to Shopping Center).

98 Lin. Ft. @$ 15.00 =$1,470

EXTRA FOR PIPE UNDER PAVEMENT

(see 18- inch arch type pipe) 76 Lin. Ft. @$ 15.00 =$1,140.

ADJUST MANHOLE

(precast type manhole one raises 3 ft. and one raises 1 ft.There are no ladders inside of existing manholes). Both manholes are embankment slope.

2 each @$ 250.00 =$500.0

ADJUST VALVE BOX

(remove existing 36-inch concrete pipe and install 3 piece type valve box) (adjustable 18-inch to 40-inch with metal top approx. 8-inch dia. which are available from the City of Bend for $53.00 cash or Check - no charges)

1 each @$ 200.00 =$200.0

CONCRETE INLET TYPE "B"

(Connects existing 4-inch P.V.C. to Price Agreement 4-inch P.V.C. see Standard Drawing No. 2105A)

1 each @$ 800.00 =$800.0

SPECIAL MANHOLE

(Lt.Sta. 1549+21 that connects South end of 4-inch P.V.C., North end of 18-inch Arch Type and East end of 48-inch Arch Type extension. The manhole top in leu of a Standard Manhole Cover and frame will have 2-type 2 grates with frame as per G-2 inlet Standard Drawing No. 2105. NOTE: Janugry 1981 revision of Drawing No. 2105 to be used . Commericial 6.3 sack concrete available in Bend. 1 each @$ 2,000.00=$2,000.

EXTRA FOR SLOPE PAVING

(2-inch depth of A.C. mix, tonnage included and paid for in the paving quantities)

15 Sq, Yds. @$ 10.00 =$150.00

TOTAL $41,056.00

W.W. Robertson

W. W. Robertson
Resident Engineer

Lt. Turn @ Gilchrist

Sta 1542+50 → 1560+50

Preliminary Estimate

clearing (one tree or Stump)		—
Emb 796.8 Cu yds (Exc 908.9)	$3.25	2589.60
Class B Mix 600 tons	$10.00	6000.00
Asphalt in Mix 39 tons	$179.00	6981.00
1"-0 Agg Base 2250 tons	$6.75	15187.50
18" Culvert 10 Lin ft (Extra)	$15.00	150.00
18" Arch 92 Lin ft	$20.00	1840.00
48 Arch (Incl 3cy Trench 8 Lin ft (extra))	150.00	1200.00
Extra for Pipe under App 76 Lin ft	15.00	1140.00
Adjust Pre Cast Man holes $^{1-3}_{1-1}$ 2 each	250.00	500.00
Adjust Water Box (1.5) 1 each	250.00	250.00
	Total	$35,838.1

Engring & Contg (%)

Stripping

CHARLES F. SHOTTS

GILCHRIST TIMBER COMPANY
GILCHRIST, OREGON 97737

STATE COF.

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon
DATE OF INSPECTION 3-9-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. F-4-1(9)

IN COMPANY WITH W. Robertson, Resident Engineer, and D. Allen, Region Engineer, Region 4, OSHD.

LOCATION Approximately 8.5 miles south of the community of LaPine, Deschutes County, Oregon.

RECEIVED
[illegible] HWY ENGR
MAR 19 '81
REFER TO Kawley
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy to:
3-20-81

CONTRACTOR NAME AND ADDRESS Babler Bros., Inc., 4617 SE. Milwaukie Ave., Portland, OR 97202

AWARD DATE 11-26-80	CONTRACT AMOUNT $1,928,520.00	TIME ALLOWED 300 calendar days	TIME STARTED 12-10-80	WORK STARTED 2-20-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 29	WORK COMPLETED --	

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THE DALLES-CALIFORNIA HIGHWAY
Grading and Paving

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Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

9235 1[illegible]-[illegible]-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -4-1(9)

STATE PROJECT NO. See below

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80266

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Moehring
FOR

11-21
orig

DATE PS&E APPROVED 10/29/80	DATE AUTHORIZATION EFFECTIVE 10/29/80	FEDERAL ROUTE NUMBER Primary 4 STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:

Hackett Drive - Crescent Section (The Dalles - California Highway)

GENERAL DESCRIPTION OF WORK:

Grade & Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Permanent Pavement Striping SF $4,700
Temporary Erosion Control $9,000
Asphalt Cement Adjustment $160,000 On the job Trainees $1,600

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/24/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,772,181 Federal Funds $2,443,677

A signed copy of the Title Sheet is returned herewith.

DATE 10/29/80	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-855

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX ~~1249~~ 5309, BEND, OREGON 97701 PHONE 382-1911

mw

April 15, 1980

In Reply Refer to
File No.:

Mr. Frank Gilchrist
Gilchrist Lumber Company
Gilchrist, OR 97737

RE: Hackett Drive-Crescent Project
US 97

Dear Mr. Gilchrist:

We have been working with your people on a proposal to jointly participate in a left-turn lane to the mill as part of our project through Gilchrist this summer.

The attached letter advises that the State project must be deferred because of actions taken to help balance the Federal budget.

If this project is placed back on our letting schedule, we will contact you.

Yours very truly,

Dale D. Allen

Dale D. Allen
Region Engineer

DA:mr
encl

cc: Fred Klaboe

RECEIVED
DOT DIRECTOR
APR 17 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

CON 21-41
The Dalles-
Calif.

April 14, 1980

ACC 2-5

The Honorable Robert B. Duncan
Member of Congress
2447 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Duncan:

In our April 10 conversation, I promised to send you some specific information as to the impact of the obligation ceiling imposed by the Federal Highway Administration on our highway program.

We have been given a limit of $25.102 million against which to obligate work between now and October 1, 1980. As a result, we have had to review our proposed contracting and remove approximately $25 million of work from our schedule.

In some respect, we are fortunate in that we have approximately $15 million worth of work previously obligated that is no longer appropriate to proceed with during this time period, so we can "de-obligate" the $15 million worth and apply it to projects that are on our schedule. Had this not been the case, we would have had to defer an additional $15 million worth of projects.

The following is a listing of the larger more significant projects deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$ 4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop Co., Overlay-Widen-Sign	$ 3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$ 2,000,000
S. Canfield Interchange E. Portland Fwy. - I-205, Multnomah Co., SW & NW Streets	$ 4,000,000

The Honorable Robert B. Duncan
April 14, 1980
Page two

S. Banfield Interchange (Phase 2) E. Portland Fwy. - I-205, Multnomah Co., S-P-Sign	$ 7,100,000
Kohler O'Flow, Neskowin, Tillamook County	$ 750,000
Bean Creek Bridge, Umpqua, Douglas Co.	$ [illegible]
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$ 1,[illegible],000
Total	$[illegible]3,135,000

The above all represent needed and important improvements to the system and jobs for which we have sufficient Federal funds apportioned. The largest consequence of this impoundment is a delay in opening I-205 from a scheduled December 1982 to about August 1983.

Sincerely,

F. B. Klaboe
Director

cc: The Honorable Victor Atiyeh
Oregon Transportation Commission

bc Ron Linton
bc: H. S. Coulter

LWR:pf jv

CON 21-4
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

April 11, 1980

In Reply Refer to
File No.: ACC 9-5

Mr. Noel Klein, Sr. Staff Associate
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97301

Mr. William Penhollow, Exec. Assistant
Association of Oregon Counties
P.O. Box 2051
Salem, Oregon 97308

SUBJECT: Impact of Federal Spending Cuts in the Highway Program

Gentlemen:

You have all heard or read about various actions undertaken by the Federal Government apparently intended to balance the Federal Budget and/or reduce the outflow of dollars to fight inflation.

So far we have determined the impact on the Oregon highway program will be a reduction in projects proposed to contract between now and October 1 of approximately $25 million.

The following are the larger, more significant projects, we have deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop County, Overlay-Widen-Sign	$3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$2,006,000
S. Banfield Interchange E. Portland Freeway, Multnomah Co.,SW & NW Sts.	$4,090,000
S. Banfield Interchange (Phase 2) E. Portland Freeway, Multnomah Co., G-P-Sign	$7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas County	$ 580,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$1,066,000

Form 734-3122

Barring any further Federal restrictions or fund shortage, we anticipate that we will be able to contract as previously scheduled our remaining work and the local projects such as Federal Aid Urban Projects and the County Federal Aid Secondary Projects.

We have been advised to expect Federal restrictions on the amount of work that we can contract during the next Federal Fiscal Year (October 1, 1980 - September 30, 1981). However, we do not know at this time the extent of these restrictions or their impact on our planned program.

We will keep you advised of any significant further changes as they occur.

Sincerely,

L. W. Rulien
Executive Assistant to
State Highway Engineer

LWR:pf

cc: AGC, Portland
American Public Works Association
All Cities
All Counties
Branch and Section Heads
Region Engineers

7225

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/28 80
Donald L. Prout

April 24, 1980 Bid Letting ____________ All Clear Deadline

SECTION Hackett Drive-Crescent
Highway The Dalles-California
County Klamath Region 4
Type of Work Overlay Funds FA
State ____ Consultant ____ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Categ Excl
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☐	☒	☐	☐	☐	USFS
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9225

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F4-1(9)
Hackett Drive - Crescent Section
The Dalles - California Highway
Exceptions to Standards

Date: March 20, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Terpin's letter of March 18, 1980 which requested an exception to minimum design standards to allow a 32-foot wide roadway to remain in place on a segment of this project. Minimum design standards would require a 40 foot wide roadway.

We concur with your request based on the accident history along this segment which indicates no operational problems or safety hazards can be identified as a result of the narrow roadway and that traffic pattern predictions indicate these conditions should not significantly change through the life of the project.

The 30-foot wide structure at M.P. 183.16, if properly protected, meets the minimum standard for a structure to be left in place. Your proposed protection at the structure ends is satisfactory.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAR 21 '80
REFER TO
FOR
Info

3/24

9325

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

LOC 16

March 18, 1980

RECEIVED
STATE HWY ENGR
MAR 19 '80
REFER TO
FOR
Info | Invest | R/O | D.R | Sign | Act | File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn Hossner

Dear Sir:

The Hackett Drive-Crescent Section of The Dalles-California Highway is proposed for widening and structural overlay. The average daily traffic on the project varies from 3,400 at the north end (M.P. 177.17) to 3,600 in the community of Crescent (M.P. 185.63) which is the south end of the project.

The section between M.P. 177.17 to M.P. 183.00 is proposed to be widened to 40 feet of pavement from the present 32± feet and the fill slopes flattened to improve safety. Also, the existing tree line would be set back 20 feet to provide at least 30 feet of clear recovery area from the edge of the travel lane.

Starting at M.P. 183.00, the earthwork becomes substantially heavier and changes from common excavation to rock excavation. Massive lava with some soil overburden appears in the present cuts. There also is a structure over a timber hauling road at M.P. 183.16 which is 30 feet wide. We believe costs to achieve 40 feet of roadway to be excessive for the benefit gained. This situation extends to about M.P. 184.0, which is the beginning of the developed area of "Gilchrist".

Through this area we propose to construct a paved section 32 feet wide and add safety features such as guardrail, anchors at the structure and other features to conform to current safety policy. We propose to leave the structure at 30 feet wide.

The section through Gilchrist at M.P. 184.0 to the beginning of the four-lane section in Crescent at M.P. 185.3 is presently a 32±-foot wide pavement. Access to the highway is rather sparse but a significant number of these would be difficult to restore without damage to adjacent property if the roadway were to be widened. We are therefore proposing to construct the overlay to 32 feet and construct additional aggregate shoulder widths where a useful purpose can be served.

The four lanes between M.P. 185.3 to 185.6 are to be overlayed, tapering the parking area from full depth at the travel lane to a minimum at the gutter.

From the end of the proposed project to the junction with the Willamette Highway, a distance of about 10 miles, the present roadway is 32 feet wide. It also carries an average daily traffic of only 2,800 vehicles. This 32-foot wide "gauntlet" section is expected to remain at this width for the foreseeable future due to much higher priorities in areas of higher traffic volume on The Dalles-California Highway. The proposed project would leave the existing 32±-foot section in the Gilchrist-Crescent area and construct the transition from the proposed 40-foot section to 32-foot section at M.P. 184.0±.

The section of The Dalles-California Highway between Bend and the Willamette Junction (55 miles) had seventeen (17) fatal accidents in the four-year period from 1975 through 1978, resulting in 24 fatalities. Four of those accidents occurred within the subject project or immediate area and resulted in five fatalities. They were dispersed throughout the section and have not been related to a particular operational problem.

This letter is submitted as a request for your review and concurrence in the proposed exceptions to minimum design criteria.

Very truly yours,

Frank E. Terpin
Location Engineer

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
Dale Allen
D. Swan

FET:Ja

9225

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: Donald L. Trout
Final Project Coordinator

DATE: March 14, 1980

FROM: R. J. VanCleave
R. J. VanCleave
Region Geologist

SUBJECT:

Hackett Drive-Crescent
The Dalles-California Highway
Klamath County
Prefix: 18-1461

You have already received the Development Map and Operating Specification on a USFS Quarry for the above project.

I talked to the Crescent District this date, and was informed the Special Use Permit may not be ready until April 1. An item in the permit that is not covered by the operating specifications is that the State will purchase all merchantable timber that is removed. It is estimated there may be $1,000. worth or timber. It is requested that an anticipated item be set up in the contract to cover the cost of the timber.

RJV:pw
cc: W. Cobine

Versteeg
Anderson
Copy Christensen
Olson
Copy Sullivan
Terpin
I Trout
Wakerlig

RECEIVED
MAR 18 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

9225

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: Donald L. Trout
Final Project Coordinator

DATE: February 29, 1980

FROM: R J VanCleave
R. J. VanCleave
Region Geologist

SUBJECT: Prospective Material Source
Hackett Drive-Crescent
The Dalles/California Highway
Klamath County
18-1943

Jack
See Me Gene
3/6/80

Attached is a map and operating specifications on a USFS quarry for the above project. Reproduction of the map in its entirety should be part of the contract.

The written Special Use Permit will not be available for approximately two weeks. In talking to the USFS Supervisor's office, it is my understanding that there will be no additional items that require fees, that are not mentioned in the operating specifications. Of course, the normal road maintenance and fire protection will be required.

The following Special Provisions should be included:

106.03 - Furnishing Material from Outside Sources - A prospective source of materials which may warrant investigation and consideration for use by the contractor on this project is as follows:

A State-controlled material source known locally as the Junction Quarry, and located in Sec. 16., T26S, R8E.

This source is under a Mineral Materials Permit from the US Forest Service to the State of Oregon. A copy of this permit is available in the office of the resident engineer. The contractor's operations in this source shall conform to all requirements to said permit, and the development plan as shown on the plans.

107.09 - Sanitary Health and Safety Provisions - In the development of material sources, the contractor shall comply with all regulations of the Mine Safety and Health Administration (MSHA) of the U.S. Department of Labor.

RJV:pw
Enclosure

Contains Recycled Materials
125-1387

9225 4

STATE OF OREGON

INTERKOFFICE MEMO

HIGHWAY DIVISION - ODOT 378-6883
DEPT TELEPHONE

TO **F I L E**

DATE: January 23, 1980

FROM George C. Wills
Location Field Engineer

SUBJECT: Hackett Drive-Crescent Section
The Dalles-California Highway
Klamath County

1 Versteeg ✓
Anderson
Copy Christensen ob
Olson
Copy Sullivan ob
Terpin
Trout
Bob 2 Wakerlig

RECEIVED
JAN 24 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

NOTED
ROBERT R. ROUNDS

On January 15, 1980, the subject project was reviewed on-site with Dale Allen, Region Engineer, and Wayne Cobine, Resident Engineer, to determine feasibility of widening the existing section from 32± feet to a 40-foot section.

Consensus of the group indicated that M.P. 177.7 to about M.P. 183.16 could be widened to 40 feet with reasonable effort. Some of the cut areas must be set back to allow adequate room for the proposed section. These materials appear to be of common nature and easily excavated. Setback in cuts should be established to provide the required amount of embankment material.

Crescent Over Crossing is located at M.P. 183.16 and is only 30 feet wide. It is proposed that it taper from the 40-foot section to 30 feet on the approach fill and then taper out to a 32-foot section through Gilchrist to M.P. 185.28 in Crescent. This narrower section is proposed due to the heavier earthwork and the appearance of massive lava rock in the cuts. The area is also urbanized to some extent and restoration of numerous access with substantial existing grades becomes difficult without additional right-of-way and/or damage. Adequate off-road and turnout opportunity is available for vehicle emergencies. It is also proposed that additional width of unpaved shoulder be provided where possible and beneficial.

The section from M.P. 185.28 to 185.63 is presently four lanes and this section is curbed. Overlay is proposed to cover the travel lanes' full depth and taper to the gutter in the 8-foot parking area.

It is believed that adequate right-of-way exists for this plan except through several U.S. Forest Service parcels. Earliest possible presentation of plans for their review is appropriate. We must reach agreement on stipulations for permit-of-entry.

Clearing of timber 10 to 20 feet wide will be required on both sides of this section (M.P. 177.17 to 183.16). This is needed for widening and slope flattening for safety. This will place the timber line 30 feet or more from the travel way. Several areas within this section will require guard rail rather than the suggested slope treatment.

Pay quantity should be "embankment in place" for earthwork. This would allow optimum conditions for the contractor's grading operation.

The additional field work to obtain cross sections at major breaks will be done by Wayne Cobine with borrowed personnel. The data will be forwarded to Salem for design use by the week of January 28, 1980.

GCW:ge

cc: Dale Allen
Frank Terpin
Bill Cole

9225

4

STATE OF OREGON

INTERO CE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: January 16, 1980

DES 23
BR 7454

Jack E Backstrand

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:

Crescent Overcrossing, Br. 7454
Hackett Drive-Crescent Section
The Dalles-California Highway
Klamath County

An existing AC wearing surface on the Crescent Overcrossing should be removed and 1/2 inch asphalt membrane and 1 1/2 inch new AC wearing surface placed on the bridge deck for the above overlay project.

JEB:dh

cc Dale Allen
George Hopkins
Jack Sullivan

Versteeg
Anderson
Christensen
Olson
Sullivan Copy

RECEIVED
JAN 1[illegible] 1980
ROAD DESIGN
SECTION

REFERRED TO
Beard
✓ Cole WEC
Eriksen
Hager
Stoudenmeyer
Sample
Watson
Lou
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

81-125-1387

7225

NARRATIVE REPORT

Hackett Drive-Crescent
The Dalles-California Highway
Klamath County
12-6-79

This survey was initiated to prepare plans, specifications, and estimate of cost for a 8.46 mile overlay of a section beginning at M.P. 177.17 which is approximately 8 miles north of Crescent, and terminating at M.P. 185.63 which is at the southerly end of Crescent.

The typical section from M.P. 177.17 to 185.17 is 30-feet wide, and from M.P. 185.21 to 185.59 is 64-feet between the existing Type "C" curbs. The surfacing design calls for a 4-inch overlay of the existing surface with 1-inch for leveling and for new work which is at the bridge ends, 2-inch A.C. wearing course, 6-inch A.C. base course with 9-inches of Aggregate Base. Shoulder Aggregate will be constructed more or less on a slope which will carry it 6-feet from the edge of pavement.

Earthwork on the project is limited to excavation at the bridge ends (1,260 cu. yds.), about 200-feet in each direction in order to transition the new pavement down onto the original bridge deck surface plus 1-½-inch overlay and asphalt membrane. Also embankment work for the guardrail flairs at the four corners of the bridge (1,470 C.Y. emb.). Since more embankment is required than excavation a Embankment in Place item is recommended. Additional material (Borrow) will come from contractors own choosing.

It is recommended that a 1"-0 base material (Standard Spec's) be used for reconstruction at the bridge ends, and either a 3/4-0 or 1"-0 be allowed for shoulder aggregate as the contractor elects.

As part of this contract, paving a 8-foot wide x 3-inch thick bikepath between Gilcrest and Crescent has been included (4,475 lin. ft.). I am recommending that a Class "C" mix be used for the bikepath, and the leveling work. A Class "B" mixture is recommended for the base, and wearing courses.

The asphalt used for the tack coat shall be a penetration grade, either AR-2000, AR-4000, or AR-8000 as used in the asphalt concrete mixture.

The Crescent Overcrossing at M.P. 183.16 has approximately 5-inches of asphalt concrete pavement over the original bridge deck. It is recommended that the existing wearing surface be removed, and a asphalt membrane be constructed with a 1½-inch final wearing surface.

Within the limits of the project there is one existing run of guardrail of 1,000 feet which is Type I. This run should be extended about 200-feet on each end and upgraded to type 2A, with appropriate end pieces, and anchors. No guardrail protection is at the Crescent Overcrossing presently, and therefore a minimum run of 150- feet on each corner, (Type 3, & Type 2A) with appropriate bridge end connections, anchors, and end pieces.

In the 4-lane section in Crescent adjustment of 6 manholes shall be made.

The project is estimated to cost $ 1,755,487.00 which includes anticipated striping costs, contingencies, and engineering at 20 percent.

Wayne Malone
12/6/79

9225

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
4-1(6)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80266

COUNTY NAME
Klamath

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-23-79	FEDERAL ROUTE NUMBER Primary 4 STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:
Hackett Drive - Crescent Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

XX☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 16, 1979 letter I approve the revised Preliminary Engineering costs to a TEC of $30,000 with Federal participation limited to $25,720.

(Increase TEC $25,500 - FF $21,870)

DATE 7-23-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-655

9225,

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

5-7-78

LETTER OF APPROVA ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
F-4-1(6)

PROJECT NO.
See below

COUNTY NAME
Klamath

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80266

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	5-9-78	Primary 4
		STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:

"Hackett Drive - Crescent Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER (Specify) TEC NTE $4,500 - F.F. $3,850

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 26, 1978 I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

The above authorization is with the understanding that the project will be developed to meet Federal-aid standards (minimum 3/4" overlay).

5-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-9-78	G. K.	for DivisionAdministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

1980 Mill Creek (Park) Br. Sec. 9226
of Mill Ck. Rd. approx. 12 mi. w.
of Dallas. (Structure)

CHA 6716 10-6-78

9226

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
138010	11/1/83		CA2109

CODE POLKCOU

•
•POLK COUNTY BOARD OF COMMISSIONERS
•COURTHOUSE
•DALLAS OR 97338
ATTN: RALPH BLANCHARD

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			1,359.05
227-1960	296	00	000		771.19
227-1095	296	00	000		587.86
227-1960	297	00	000		(771.19)
227-1095	297	00	000		(587.86)

DESCRIPTION		TOTAL PRICE
BUELL-MILL CREEK PARK SECTION MILL CREEK ROAD, SAFER OFF-SYSTEMS ROADS POLK COUNTY. AGREEMENT 6716 CONTRACT 9226 SOS-2700(1)		
PRELIMINARY ENGINEERING		23,704.09
PAYMENTS TO CONTRACTOR		156,928.28
E.E.O.		78.50
CONSTRUCTION ENGINEERING		22,257.30
TOTAL PROJECT COSTS		202,968.17
LESS: FEDERAL SHARE		(173,479.12)
COUNTY SHARE		29,489.05
LESS: ADVANCE DEPOSIT PE	($2,870.00)	
CONST.	($25,260.00)	(28,130.00)
		1,359.05

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
HAROLD REYNOLDSON PH: 378-6514 FOR CORRECTNESS OF CHARGES
OR ROSALYN WICKHAM PH: 378-5034 PREPARER OF INVOICE

734-1150 (7-81)

[illegible] SECTION
[illegible] PROJECT UNIT
[illegible]

- 9226

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9-30-83

COUNTY: POLK AGREEMENT NO: 6716 PROJECT NO: SOS-2700(1)

CONTRACT NO: 9226 SECTION: Mill Creek (Park) Bridge

P.E.	$ 23,704.09

Federal Funds Collected for P.E. $20,062.90

Construction

Payment to Contractor	$156,928.28
Engineering	22,257.30
E.E.O.	78.50
	$179,264.08

Federal Funds Collected for Construction $153,416.22

County's Share is:

$ 23,704.09
- 20.062.90
179,264.08
-153,416.22

$ 29,489.05

REFERENCE: CC 83-19

HR:pf

9226

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Mill Creek Park Bridges Section County Road in Polk County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 23,391.51	
	Construction Type Code X021 Mill Creek (Park) Br. (Sta. 128+23 To Sta. 129+28)					
	Final Contract Payment Summary	Lump Sum			156,793.40	
	Construction Engineering					
	State	All Required			21,997.43	
	Misc. Project Cost					
	EEO Monitoring Expense	All-Required			78.50	
	Total Participating Project Cost				$202,260.84	
	Nonparticipating Project Cost					
	Preliminary Engineering	All Required			$ 312.58	
	Interest on Final Payments	All Required			134.88	
	Construction Engineering	All Required			259.87	
	Total Nonparticipating Project Cost				$ 707.33	
	Total Project Cost				$202,968.17	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/28/83.					
	AMOUNT CARRIED FORWARD					

227-1095 227-1960

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SOS-2700(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 10-23-78 To: 10-25-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 23,704.09	$ 23,391.51	85.77%	$ 20,062.90	$ 20,062.90	$ 0.00
179,264.08	178,869.33	85.77%	153,416.22	153,416.22	0.00
$202,968.17	$202,260.84	85.77%	$173,479.12	$173,479.12	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 7/20/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS AUGUST 1983

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
MILL CR(PARK)BRIDGE	CONT NO 9226 * FA PROJ NOS SOS 2700001 100							STATE	
	227	1095	201	00 P 1			156,793.40	81	82
	227	1095	206	00 N 1			134.88	82	82
	227	1095	296	00 N 9	149.01	149.01	178,676.22CR	81	83
	227	1095	297	00 N 9			25,260.00	81	83
	227	1095	298	00 N 9	149.01CR	149.01CR	153,416.22	81	83
	227	1095	900	00 P 1			16,374.48	80	83
	227	1095	900	00 N 1			259.87	81	81
	227	1095	920	00 P 1			110.29	81	81
	227	1095	921	00 P 1			5.20	81	81
	227	1095	940	00 P 1			1,169.18	81	81
	227	1095	941	00 P 1			14.00	81	82
	227	1095	942	00 P 1			1,592.63	81	81
	227	1095	944	00 P 1			1,281.82	81	82
	227	1095	945	00 P 1			423.05	81	82
	227	1095	946	00 P 1			1,018.10	81	82
	227	1095	948	00 P 1			8.68	81	83
	227	1095	950	00 P 1		173.73CR		81	83
	227	1095	960	00 N 1		112.05CR		81	83
	227	1095	985	00 P 1			78.50	81	82
			TOT	P1		173.73CR	178,869.33		
			TOT	N1		112.05CR	394.75		
			** JOB TOTALS **		**	285.78CR**	179,264.08 **		
L.TTLE LUCKIAMUTE R BR	CONT NO 9238 * FA PROJ NOS BROS2700003 100							STATE	
	227	1096	201	00 P 1			118,884.50	81	81
	227	1096	206	00 N 1			35.22	81	81
	227	1096	296	00 N 9			137,578.21CR	81	83
	227	1096	297	00 N 9			28,193.88	81	83
	227	1096	298	00 N 9			109,384.33	81	83
	227	1096	900	00 P 1			9,877.54	81	83
	227	1096	900	00 N 1			812.58	81	83
	227	1096	920	00 P 1			62.94	81	82
	227	1096	940	00 P 1			1,916.34	81	82
	227	1096	941	00 P 1			2,917.34	81	82
	227	1096	942	00 P 1			43.85	81	81
	227	1096	944	00 P 1			2,015.61	81	82
	227	1096	945	00 P 1			222.28	81	82
	227	1096	946	00 P 1			540.52	81	81
	227	1096	948	00 P 1			236.26	81	81
	227	1096	985	00 P 1			13.23	81	81
			TOT	P1			136,730.41		
			TOT	N1			847.80		
			** JOB TOTALS **		**	**	137,578.21 **		
POWER LINE-CHINA HOLLOW RD	CONT NO 8885 * FA PROJ NOS SOS 2800001 100 OS 2800001							STATE	
	228	1056	201	00 P 1			1,431.53	79	81

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 AUGUST 1983         PAGE  772
                                                                             FISCAL           GRAND TOTAL
     DESCRIPTION                    PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE

UPRXING @ NE COLUMBIA RD      CONT NO      FA PROJ NOS RRS 9956005 100                                         STATE
                                  226    1929      296      00 N 9                                   675.00CR
                                  226    1929      298      00 N 9                                   675.00
                                  226    1929      901      00 P 1                                    16.40
                                  226    1929      901      05 P 1                                    11.70
                                  226    1929      905      00 P 1                                    62.61
                                  226    1929      906      00 P 1                                   982.88
                                  226    1929      906      02 P 1                                     8.10
                                  226    1929      912      00 P 1                                    11.99
                                  226    1929      920      00 P 1                                    14.64
                                  226    1929      923      00 P 1                                    10.20
                                                   TOT      P1                                     1,118.52
                                           ** JOB TOTALS **              **              **        1,118.52  **

UPRR XING @ NE 158TH ST       CONT NO     * FA PROJ NOS RRS 9895001 100                                        STATE
                                  226    1990      296      00 N 9     191.34CR        191.34CR     1,913.42CR
                                  226    1990      298      00 N 9                                  1,722.08
                                  226    1990      299      00 N 9     191.34          191.34         191.34
                                  226    1990      901      00 P 1                                  1,752.21
                                  226    1990      905      00 P 1                                     72.49
                                  226    1990      909      00 P 1                                      3.32
                                  226    1990      911      00 P 1                                     60.40
                                  226    1990      923      00 P 1                                     25.00
                                                   TOT      P1                                      1,913.42
                                           ** JOB TOTALS **              **              **         1,913.42  **

BUELL-HILL CRK PARK           CONT NO     * FA PROJ NOS SOS 2700001 100                                        STATE
                                  227    1960      296      00 N 9   1,049.80        1,049.80      22,232.90CR
                                  227    1960      297      00 N 9                                  2,170.00
                                  227    1960      298      00 N 9   1,049.80CR      1,049.80CR    20,062.90
                                  227    1960      901      00 P 1                                 12,167.86
                                  227    1960      901      00 N 1                                    312.58
                                  227    1960      905      00 P 1                                  3,219.40
                                  227    1960      910      00 P 1                                  4,173.38
                                  227    1960      911      00 P 1                                     41.68
                                  227    1960      913      00 P 1                                      8.31
                                  227    1960      914      00 P 1                                      8.40
                                  227    1960      918      00 P 1                                    692.60
                                  227    1960      920      00 P 1                                     59.70
                                  227    1960      921      00 P 1                                  1,046.30
                                  227    1960      922      00 P 1                                     77.78
                                  227    1960      923      00 P 1                                    226.18
                                  227    1960      926      00 P 1                                  1,621.82
                                  227    1960      927      00 P 1                                     48.10
                                  227    1960      950      00 P 1   1,223.97CR      1,223.97CR
                                                   TOT      P1       1,223.97CR      1,223.97CR    23,391.51
                                                   TOT      N1                                       312.58
                                           ** JOB TOTALS **        1,223.97CR**    1,223.97CR**   23,704.09  **
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802 680 BILLING NUMBER 09

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/22/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>426-1029	1*	SOS -2600-001				100.00				
226-1901	1*	SOS -2600-001	4,488.87	5,231.78	5,231.78	85.80	4,488.87	4,488.87		
>426-1915	1*	SOS -2600-001	4,342.99	4,342.99	4,342.99	100.00	4,342.99	4,342.99		
		PROJ TOTALS	139,238.00	217,981.36	161,563.28		139,238.00	139,238.00		
326-1017	1#	SOS -2601-002	46,882.50	56,221.80	54,641.61	85.80	46,882.50	46,882.50		
426-1018	1#	SOS -2601-002								
326-1946	1#	SOS -2601-002	4,817.24	5,614.50	5,614.50	85.80	4,817.24	4,817.24		
>426-1917	1#	SOS -2601-002								
		PROJ TOTALS	51,699.74	61,836.30	60,256.11		51,699.74	51,699.74		
326-1017	2#	SOS -2601-003	55,747.12	67,059.47	64,973.33	85.80	55,747.12	55,747.12		
426-1018	2*	SOS -2601-003								
326-1947	1#	SOS -2601-003	4,569.68	5,325.97	5,325.97	85.80	4,569.68	4,569.68		
>426-1918	1#	SOS -2601-003				100.00				
		PROJ TOTALS	60,316.80	72,385.44	70,299.30		60,316.80	60,316.80		
326-1945	1#	SOS -2601-004	643.53	750.04	750.04	85.80	643.53	643.53		
>426-1919	1#	SOS -2601-004	7,643.67	7,643.67	7,643.67	100.00	7,643.67	7,643.67		
		PROJ TOTALS	8,287.20	8,393.71	8,393.71		8,287.20	8,287.20		
>326-1017	3#	SOS -2601-006	5,885.40	7,036.92	6,859.44	85.80	5,885.40	5,885.40		
>426-1018	3#	SOS -2601-006								
326-1942	1#	SOS -2601-006	2,202.37	2,566.87	2,566.87	85.80	2,202.37	2,202.37		
>426-1921	1#	SOS -2601-006				100.00				
		PROJ TOTALS	8,087.77	9,603.79	9,426.31		8,087.77	8,087.77		
326-1011	1#	SOS -2601-007	28,736.30	36,275.02	33,503.91	85.77	28,736.30	28,736.30		
>426-1013	1#	SOS -2601-007				100.00				
326-1948	1#	SOS -2601-007	4,516.59	4,825.12	5,265.93	85.77	4,516.59	4,516.59		
>426-1922	1#	SOS -2601-007				100.00				
		PROJ TOTALS	33,252.89	41,100.14	38,769.84		33,252.89	33,252.89		
326-1944	1#	SOS -2602-001	4,528.26	5,277.69	5,277.69	85.80	4,528.26	4,528.26		
>326-1036	1	SOS -2602-002	137,177.00	152,847.74	151,385.22	88.15	133,446.07	133,446.07	3,122.62 B	
326-1938	1	SOS -2602-002	3,861.00	8,139.42	8,139.42	85.80	6,983.62	3,861.00	3,122.62	
		PROJ TOTALS	141,038.00	160,987.16	159,524.64		140,429.69	137,307.07		
227-1095	1#	SOS -2700-001	153,416.22	179,264.08	178,869.33	85.77	153,416.22	153,416.22		
227-1960	1#	SOS -2700-001	20,062.90	23,704.09	23,391.51	85.77	20,062.90	20,062.90		
		PROJ TOTALS	173,479.12	202,968.17	202,260.84		173,479.12	173,479.12		
>228-1056	1#	SOS -2800-001	1,235.00	19,861.59	1,400.54	88.18	1,235.00	1,235.00		

[illegible]

L

December 16, 1981

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9226

Gentlemen:

On December 4, 1981, we wrote to you concerning release of final payment on Contract No. 9226 awarded to Aubrey Mt. Construction Co. for the Mill Creek (Park) Bridge in Polk County.

Final payment on this contract is $3,967.20 and the total contract amount is $156,793.40. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Aubrey Mt. Construction Co.
P. O. Box 1048
Oakridge, OR 97463

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9221

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12-3-81

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981 C T Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mill Creek (Park) Bridge

WEEK ENDING: 9/19/81

SECTION PREFIX: 227-1095

HIGHWAY: County Road

COUNTY: Polk

NAME OF JOB: Mill Creek (Park) Bridge

KIND OF WORK: Structure

CONTRACTOR: Aubrey Mt. Construction Co.

CONTRACT NUMBER: 9226

FEDERAL AID PROJECT NUMBER: SOS-2700(1)

DATE OF CONTRACT: 12/17/80

DATE WORK STARTED: 12/22/80

ESTIMATED COMPLETION DATE: May 28, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 150

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 150

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $178,898.70

EXCLUSIVE OF ENGINEERING: $164,712.90

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $156,726.20

ESTIMATED PERCENT: XXXXXX UNDERRUN 5 %

ENGINEERING AUTHORIZATION $14,185.80

ENGINEERING COST TO DATE $21,243.24

PERCENT OF AUTHORIZATION 150 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: 5/28/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16386						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Sunny Warm			
MONDAY 14	Sunny Warm			
TUESDAY 15	Sunny Hot			
WEDNESDAY 16	Sunny Warm			
THURSDAY 17	Ptly Cldy Warm			
FRIDAY 18	Ptly Cldy Warm			
SATURDAY 19				

RECEIVED
SEP 21 1981
CONSTRUCTION BRANCH

ASHE K
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No Activity.
MONDAY 14	No Activity.
TUESDAY 15	No Activity.
WEDNESDAY 16	No Activity.
THURSDAY 17	No Activity.
FRIDAY 18	No Activity.
SATURDAY 19	No Activity.

REMARKS

Project Complete. Semi-Final has been submitted. Need guard rail certifications before third notification can be submitted.

SIGNED J. K. Valentine LOCATION Salem
for Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9226

L

CON 5

DATE: January 12, 1981

TO: Vernon V. Cusack, Acting Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
SOS-2700(1)

Contract 9226, Work Started December 30, 1980 - different

Project Mill Creek (Park) Bridge

Highway County Road

County Polk

RDC:mk

cc: R. D. Church

9226

STATE COPY

L.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER		County Polk
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number SOS-2700(1)
MODIFICATION NUMBER 2	1/26/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 8, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 434,200.00	$ 250,700.00
Federal funds	$ 372,388.00	$ 215,000.00
Other revisions		

This modification is made for the following reasons: To reduce the estimated amounts in reserve and release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of January, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

x By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 19, 1981

Federal-Aid Project
No. SOS-2700(1)

Mill Creek Park Bridge Section
County Road in Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Total same as previous estimate of December 4, 1980 $ 21,500.00

Type Code Y070

Total same as previous estimate of December 4, 1980 $ 500.00

Type Code X021
Mill Creek (Park) Br. (Sta 128+23 to Sta 129+23)

Total same as previous estimate of December 4, 1980 $179,000.00

Length of Project ---------- 0.019 mi.

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 21,500.00	$ 18,437.00	$ 3,063.00
Archeological Salvage	500.00	423.00	77.00
Structure	179,000.00	153,528.00	25,472.00
SUBTOTAL	$201,000.00	$172,388.00	$28,612.00
Reserve	49,700.00	42,612.00	7,088.00
TOTAL	$250,700.00	$215,000.00	$35,700.00

1226 L.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-201		County Polk
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number SOS-2700 (1)
MODIFICATION NUMBER	12/30/80	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 8, 1980,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,000	$ 434,200
Federal funds	$ 18,860	$ 372,388
Other revisions		

This modification is made for the following reasons: to add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of December, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 4, 1980

Federal Aid Project
No. SOS-2700 (1)

Mill Creek Park Bridge Section
County Road in Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering (Co. Rd. #6610-M.P. 0+00 to M.P. 3.3)

Preliminary Engineering	All Required	$ 21,500.00
	TOTAL	$ 21,500.00

Type Code Y070

Archelological Salvage	All Required	$ 500.00
	TOTAL	$ 500.00

Type Code X021

Mill Creek (Park) Br. (Sta. 128 + 23 to Sta. 129 + 23)

Mobilization		All Required	$ 2,000.00
Temporary Protection and Direction of Traffic		All Required	2,000.00
Temporary Signs	72 Sq. Ft	10.00	720.00
Temporary Barricades	6 Each	100.00	600.00
Temporary Guard Rail Type 1 A, Reflectorized	250 Lin. Ft.	6.00	1,500.00
Flagmen	80 Hour	20.00	1,600.00
Bridge Removal Work		All Required	5,000.00
Shoring, Cribbing, Etc.		All Required	2,000.00
Structure Excavation	250 Cu. Yd	20.00	5,000.00
Structure Excavation Below Elevations Shown	25 Cu. Yd.	40.00	1,000.00
Structural Concrete, Class 3300	150 Cu. Yd.	All Required	45,000.00
Structural Concrete, Class 4500	80 Cu. Yd	All Required	26,000.00
95'/105' Type IV Prestressed Beams	4 Each	8,500,00	8,500.00
100'/105' Type IV Prestressed Beams	4 Each	8,600.00	34,400.00
Reinforcement (36,400 lbs.)		All Required	18,200.00
Guard Rail in Stockpile		All Required	4,000.00
		SUBTOTAL	$157,520.00
		Engineering	21,480.00
		TOTAL	$179,000.00

Length of Project ------------- 0.019 Mi.

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 21,500.00	$ 18,437.00	$ 3,063.00
Archeological Salvage	500.00	423.00	77.00
Structure	179,000.00	153,528.00	25,472.00
SUBTOTAL	$201,000.00	$172,388.00	$28,612.00
Reserve	233,200.00	200,000.00	33,200.00
TOTAL	$434,200.00	$372,388.00	$61,812.00

Group 1 100%
Contract No. 9226
Prefix 227 - 1960
Prefix 227 - 1095

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-95	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Polk
MODIFICATION NUMBER 1	9-8-80	Project Number SOS-2700(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 15, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,500.00	$ 22,000.00
Federal funds	$ 9,000.00	$ 18,860.00
Other revisions		

This modification is made for the following reasons: To include approved program change, and approved increase in preliminary engineering funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of September, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 3, 1980

Federal Aid Project
No. SOS-2700(1)

Mill Creek Bridge Section
County Road in Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering (Co. Rd. #6610-M.P. 0+00 to M.P. 3.3)

Preliminary Engineering	All Required	$21,500.00
	TOTAL	$21,500.00

Type Code Y070

Archeological Salvage	All Required	$ 500.00
	TOTAL	$ 500.00

Length of Project ---------------- 0.02

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 21,500.00	$ 18,437.00	$ 3,063.00
Archeological Salvage	500.00	423.00	77.00
Retain in Program PS&E Status	230,700.00	197,870.00	32,830.00
TOTAL	$252,700.00	$216,730.00	$35,970.00

Group 1 100%
Prefix 227-1960

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-123	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-15-78	State Oregon County Polk Project No. SOS-2700(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Buell, S. 3.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-[illegible]	3.3
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata [illegible]5.77

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,500.00	$ 9,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
ByXX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon November 7, 1978

Federal Aid Project
No. SOS-2700(1)

BUELL-MILL CREEK PARK SECTION
COUNTY ROAD IN POLK COUNTY

Project Agreement Estimate.

Type PE
Preliminary Engineering (Co. Rd. # 6610-M.P. 0+00 to M.P. 3.3)

Preliminary Engineering	All Required	$10,000.00
	TOTAL	$10,000.00

Type Code Y070

Archeological Salvage	All Required	$ 500.00
	TOTAL	$ 500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 10,000.00	$ 8,577.00	$ 1,423.00
Archeological Salvage	500.00	423.00	77.00
Retain in Program(ROW)	2,500.00	2,130.00	370.00
Retain in Program(PS&E)	7,000.00	6,000.00	1,000.00
Retain in Program (Contract Work)	230,700.00	197,870.00	32,830.00
TOTAL	$250,700.00	$215,000.00	$35,700.00

Group 1 - 100%
Prefix: 227-1960

[illegible]

Oregon State Highway Division
Salem, Oregon January 19, 1981

Federal-Aid Project
No. SOS-2700(1)

Mill Creek Park Bridge Section
County Road in Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Total same as previous estimate of December 4, 1980	$ 21,500.00

Type Code Y070

Total same as previous estimate of December 4, 1980	$ 500.00

Type Code X021
Mill Creek (Park) Br. (Sta 128+23 to Sta 129+23)

Total same as previous estimate of December 4, 1980	$179,000.00

Length of Project ---------- 0.019 mi.

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 21,500.00	$ 18,437.00	$ 3,063.00
Archeological Salvage	500.00	423.00	77.00
Structure	179,000.00	153,528.00	25,472.00
SUBTOTAL	$201,000.00	$172,388.00	$28,612.00
Reserve	49,700.00	42,612.00	7,088.00
TOTAL	$250,700.00	$215,000.00	$35,700.00

1226

November 24, 1980

ACC

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

Attn: Mr. Clarence Swanson
County Engineer

Gentlemen:

On November 20, 1980 the Highway Division received a satisfactory bid from Aubrey Mountain Const. Co., P.O. Box 1048, Oakridge, Oregon 97463 for the Mill Creek (Park) Bridge Section. This is an SOS Project No. SOS-2700(1). Based upon the contractors bid the County's Advance Deposit will be:

Bid	$157,520.00
Erosion Control	100.00
4 1/2% Contingencies	7,092.90
9% Engineering	14,185.80
Est. Construction Cost	$178,898.70
Est. P.E. Cost	22,000.00
Est. Total Cost of Project	$200,898.70
Less. Fed. Part. (86% of $200,898.70)	172,772.88
Less County P.E. Advance Deposit	2,870.00
Est. County Share of Project Cost	$ 25,255.82

Rec'd 12-80 [illegible]

By rounding the County's Advance Deposit will be $25,260.00

We will award the contract when we receive your advance deposit, which should be in this office no later than December 12, 1980.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 839: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 839 when advance deposit is received.

9226

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-21-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-2700(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90005

COUNTY NAME: Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO
Moehring
FOR

11-21
orig

DATE PS&E APPROVED: 7/28/80

DATE AUTHORIZATION EFFECTIVE: 10/29/80

FEDERAL ROUTE NUMBER: Non Federal aid

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Mill Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 10/22/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE: 10/29/80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—631-885

9226

Section Mill Creek (Polk) Bridge Programming Estimate $

Highway Co. R Project Length

County Polk Completion Time 150 Cal. days

Kind of Work Grading Paving & Structure Est. Comp. Date

Prefix 227-1960 Letting Date 11/20/80 Project No. SOS-2700(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 10-20-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lena Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please inform the county.

Form 731-0022 (7/78) SP*70682-734

ONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 196,067

100

$ 100

Subtotal $ 196,167

Contingencies (4-1/2%) 8,827 52

Engineering (~~8,~~ 9, ~~10~~%) 17,655 03

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 222,649.55

Est. P.E. Costs 22,000.00

APPROVED

Est. Cost of Project $ 244,649.55

Federal Funds (86% of 244,649 55) * 210,398.61

Count advance for PE 2.870.00

Road Design Engineer

Est County share of project costs 31,380.94

Section Mill Creek (Polk) Bridge Progra ing Estimate $

Highway Co. Rd. Project Length

County Polk Completion Time 150 cal. days

Kind of Work Grading Paving & Structure Est. Comp. Date

Prefix 227-1960 Letting Date 11/20/80 Project No. SOS-2700(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 196,067

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		
Roadside Seeding & Mulching		$ 100
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal $ 196,167

Contingencies (4-1/2%) . . . . 8,827^{52}

Engineering (~~8,~~ 9, ~~10~~%) . . . . 17,655^{03}

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 222,649.55

Est. P.E. Costs	22,000.00
Est. Cost of Project	* 244,649.55
Federal Funds (86% of 244,649^{55})	* 210,398.61
Count advance for PE	2,870.00
Est County share of project costs	31,380.94

APPROVED

Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE Date ____________

Section Mill Cr. (Po[illegible]) Bridge County ____________

Kind Of Work ____________ Length ________ Name Dray 10-30-70 RW

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	18,000
	Temporary Protection and Direction of Traffic		All	All		1350
	Temporary Signs		Sq Ft	72	6-	432
	Temporary Barricades		Each	6	125-	750
	Temporary Guard Rail, Type 1 A, Reflectorized		Lin Ft	250	14-	3500
	Flagmen		Hr	80	24^{50}	1960
	STRUCTURE					
	Bridge Removal Work		All	All		8500
	Shoring, Cribbing, Etc		All	All		7000
	Structure Excavation		Cu Yd	250	25-	6250
	Structure Excavation Below Elevations Shown		Cu Yd	25	[illegible]	625
	Structural Concrete, Class 3300 (150 cy @ 350)		All	All		52,500
	Structural Concrete, Class 4500 (80 cy @ 300)		All	All		24,000
	95'/100' Type IV Prestressed Beams		Each	1	9000	9000
	100'/105' Type IV Prestressed Beams		Each	4	[illegible]	35,000
	Re[illegible] (3[illegible] lbs @ .52)		All	All		18,200
	Guard Rail in Stockpile		All	All		6000^{00}
						[illegible]

```
UPRR XING @ NE 158TH ST      CONT NO       FA PROJ NOS RRS 895001 100                                                    STATE
                                  226  1990     901      00 P 1                                                      .86
                                  226  1990     905      00 P 1                                                    72.49
                                  226  1990     909      00 P 1                                                     3.32
                                  226  1990     911      00 P 1                                                    60.40
                                  226  1990     923      00 P 1                                                    25.00
                                                TOT      P1                                                       162.07
                                             ** JOB TOTALS **                    **                  **           162.07  **

BUELL-MILL CRK PARK          CONT NO       FA PROJ NOS SOS 700001 100                                                    STATE
                                  227  1960     296      00 N 9                                               11,170.00CR
                                  227  1960     297      00 N 9                                                2,170.00
                                  227  1960     298      00 N 9                                                9,000.00
                                  227  1960     901      00 P 1                                               10,347.91
                                  227  1960     901      00 N 1                                                  312.58
                                  227  1960     905      00 P 1           894.64              894.64           2,107.50
                                  227  1960     910      00 P 1                                                4,173.38
                                  227  1960     911      00 P 1            16.14               16.14              41.68
                                  227  1960     913      00 P 1                                                    8.31
                                  227  1960     918      00 P 1                               688.93             692.60
                                  227  1960     920      00 P 1            14.64               14.64              26.78
                                  227  1960     922      00 P 1             2.06                2.06               6.02


TOTAL TO DATE JOB COST SUMMARY                                                SEPTEMBER 1980          PAGE  574

                                                                                  FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE           TO DATE
                                  227  1960     923      00 P 1           120.96              120.96             181.36
                                  227  1960     926      00 P 1             5.10              413.87           1,607.22
                                  227  1960     927      00 P 1            22.96               22.96              23.56
                                  227  1960     950      00 P 1                                                1,223.97
                                                TOT      P1            1,076.50            2,174.20          20,440.29
                                                TOT      N1                                                      312.58
                                             ** JOB TOTALS **          1,076.50  **        2,174.20  **      20,752.87  **

CHINA H.W CK RD-POWER LN     CONT NO     * FA PROJ NOS SOS 800001 100                                                    STATE
                                  228  1958     295      00 N 9                                                  750.00
                                  228  1958     296      00 N 9                                                8,469.00CR
                                  228  1958     298      00 N 9                                                7,719.00
                                  228  1958     901      00 P 1                                                3,848.67
                                  228  1958     905      00 P 1                                                3,464.92
                                  228  1958     910      00 P 1                                                  539.41
                                  228  1958     914      00 P 1                                                    9.00
                                  228  1958     920      00 P 1                                                   63.50
                                  228  1958     921      00 P 1                                                1,076.84
                                  228  1958     922      00 P 1                                                   53.33
                                  228  1958     922      00 N 1                                                    1.70
                                  228  1958     923      00 P 1                                                   37.27
```

9556

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer

DATE: October 6, 1980

DES 23
Br. 16386

FROM: John M. Tindall
Supervising Structural
Design Engineer

SUBJECT:
Mill Creek Bridge
Mill Cr. (Park) Bridge Section
County Road (Mill Cr. Rd.)
Polk County
Bridge 16386

Enclosed are two reduced prints of drawings 35642-35647, which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 46,000
Structure	190,000
Engineering and Contingencies	32,000
TOTAL	$268,000

We plan to call for bids on this section on November 20, 1980.

Please make a field review and return one set by October 10, 1980 with your comments and/or corrections noted thereon.

JMT:dh
Enclosures

cc Clarence Swenson (Polk Co. Engr.) /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked)
and designer's notes
Construction /w/ 1 set
Utility Unit /w/ 1 set
County-City Unit
Engineering /w/ 1 set
Don Thurston /w/ 1 set

Contains
Recycled
Materials
81-125-1387

117 DOT Building
Salem, Oregon 97310

Highway# 2027

Attention: Right-of-Way Section

Profix 227-1960

②

Subject: Federal Aid Project No.
Project Name Mill Creek Bridge Section
Mill Creek Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon, this 17th day of Sept., 1980

County of Polk

County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 9/22/80

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9226

8-80

```
                                                                             AUGUST 1980        PAGE  564
TOTAL TO DATE JOB COST SUMMARY
                                                                                  FISCAL          GRAND TOTAL
                                                                               YEAR TO DATE         TO DATE
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR   CURRENT MONTH                       11.99
                                  226    1929       912      00 P 1                                   10.20
                                  226    1929       923      00 P 1                                1,068.36
                                                    TOT      P1                                    1,068.36  **
                                              ** JOB TOTALS **          **                **

                                                                                                          STATE
                                                FA PROJ NOS RRS 895001 100
UPRR XING @ NE 158TH ST           CONT NO                                                                 86
                                  226    1990       901      00 P 1                                   72.49
                                  226    1990       905      00 P 1                                    7.32
                                  226    1990       909      00 P 1                                   56.40
                                  226    1990       911      00 P 1                                   25.00
                                  226    1990       923      00 P 1                                  162.07
                                                    TOT      P1                                      162.07  **
                                              ** JOB TOTALS **          **                **

                                                                                                          STATE
                                                FA PROJ NOS SOS 700001 100
BUELL-MILL CRK PARK               CONT NO                                                      11,170.00CR
                                  227    1960       296      00 N 9                             2,170.00
                                  227    1960       297      00 N 9                             9,000.00
                                  227    1960       298      00 N 9                            10,347.91
                                  227    1960       901      00 P 1                               312.58
                                  227    1960       901      00 N 1                             1,212.86
                                  227    1960       905      00 P 1                             4,173.38
                                  227    1960       910      00 P 1                                25.54
                                  227    1960       911      00 P 1                                 8.31
                                  227    1960       913      00 P 1                  688.93         692.60
                                  227    1960       918      00 P 1                                 12.14
                                  227    1960       920      00 P 1                                  3.96
                                  227    1960       922      00 P 1                                 60.40
                                  227    1960       923      00 P 1                             1,602.12
                                  227    1960       926      00 P 1    408.77        408.77            60
                                  227    1960       927      00 P 1                             1,223.97
                                  227    1960       950      00 P 1                            19,363.79
                                                    TOT      P1        408.77      1,097.70         312.58
                                                    TOT      N1                                19,676.37  **
                                              ** JOB TOTALS **         408.77  **  1,097.70  **

                                                                                                          STATE
                                              * FA PROJ NOS SOS 800001 100
CHINA HLW CK RD-POWER LN          CONT NO                                                          750.00
                                  228    1958       295      00 N 9                             8,469.00CR
                                  228    1958       296      00 N 9                             7,719.00
                                  228    1958       298      00 N 9                             3,848.67
                                  228    1958       901      00 P 1                             3,464.92
                                  228    1958       905      00 P 1                               539.41
                                  228    1958       910      00 P 1                                 9.00
                                  228    1958       914      00 P 1                                63.50
                                  228    1958       920      00 P 1                             1,076.84
                                  228    1958       921      00 P 1                                53.33
                                  228    1958       922      00 P 1
```

9226

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

SOS-2700(1)

Section Mill Creek Bridge Sec. County Polk Prefix 227-1960
Highway [illegible] Designer C. Hartle Date 8/21/80
Length ______ Miles ______ Title ______
Signed ______

Grading & Drainage	$ 12,170
	$

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-21-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number ______

ATTENTION:
Phil Stearns

FROM:
Proj. Mngt.

COMMENTS:
Please forward to county.

Does county wish to be responsible for the temporary protection and direction of traffic?

SP*70682-734
Form 731-0022 (7/78)

$ 2434

Structures

Structure	$ 2.50,000
	$
	$
	$

TOTAL STRUCTURES	$ 250,000
Right of Way	$
TOTAL ESTIMATED COST	$ 265,000
Est PE Costs	20,000
Est. Project Costs	285,000
Less County advance deposit	2,870
Less Federal Funds	215,000

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

S05-2700(1)

Section Mill Creek Bridge Sec. County Polk Prefix 227-1960
Highway Mill Creek Rd (Polk Co) Designer C. Hartle Date 8/21/80
Length ______ Miles ______ Title ______
Signed ______

Grading & Drainage $ 12,170

Surfacing $ ______

Extra Work

______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______
______ $ ______

TOTAL EXTRA WORK $ ______

TOTAL . . . . $ ______

+20% Engineering and Contingencies $ 2434

Structures

Structure $ 250,000
______ $ ______
______ $ ______
______ $ ______

TOTAL STRUCTURES $ 250,000

Right of Way $ ______

TOTAL ESTIMATED COST . . . . $ 265,000

Est PE Costs	20,000
Est. Project Costs	285,000
Less County advance deposit	2,870
Less Federal Funds	215,000
Est. remaining County costs	67,130

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 8/21/80

Section Mill Creek Bridge Sec (Burll)
County Polk
Kind Of Work
Length 240'
Name C. Hartle

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temp Prot & Dir					5000
	Guard Rail, Type 2A		Lin Ft	150	15.00	2250
	Guard Rail, Type 3		Lin Ft	100	30.00	3000
	Anchors, Type 1		Ea	4	350.00	1400
	End Pieces, Type C		Ea	4	130.00	520
						12,170

7226

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. C. O. Fredrickson
Region 2 Engineer
Attn. Phil Stearns

DATE: August 18, 1980

DES 23
Br. 16386

FROM: John M. Tindall
Supervising Structural
Design Engineer

SUBJECT:
Mill Creek Bridge SOS
Mill Creek Bridge Section
Mill Creek Road
Polk County
Bridge 16386

Enclosed are four reduced prints of drawings 35333 and 34799 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed is a copy of the foundation report which should be forwarded to Polk County.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Structure	$210,000
Engineering and Contingencies	40,000
Total	$250,000

We understand that Polk County will do the grading and paving and no money has been included in our estimate for this work.

Please use these prints to obtain the approval of Polk County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on November 20, 1980.

JMT:dh
Enclosures

cc H. A. Schell /w/ 1 set encls. and 1 copy of Foundation Report
Engineering /w/ 1 set encls.
Local Government /w/ 1 set encls.
Environment (M. Banks) /w/ 1 set encls.

Contains
Recycled
Materials
81-125-1387

9326

L.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-28-80

FEDERAL AID PROJECT NO.: S -2700(1)

STATE PROJECT NO.: See below

COUNTY NAME: Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 90005

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7-30
orig

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Att | File

DATE PS&E APPROVED 7-28-80	DATE AUTHORIZATION EFFECTIVE 7-28-80	FEDERAL ROUTE NUMBER Non Federal-aid STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Mill Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
Program Change and construct one bridge

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $11,500 - FF $9,860

☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's leteer and PR-9 dated 7-14-80 I approve the program change changing project termini to "Mill Creek Bridge Section"; deleting R/W from Character of Proposed work; changing mileage to read 0.02 and delete roadway paving and code 6201. Also, as requested, you are now authorized to proceed with the work as shown above and to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $230,700 Federal Funds $196,140 in accordance with the provisions of your approve Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

DATE 7-28-80	SIGNATURE OF APPROVING OFFICIAL G K H	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

[illegible]

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

July 14, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 90005
Project No. SOS-2700(1)
Buell-Mill Cr. Park Section
Polk County

I hereby request your approval of a minor program change on the subject project to delete from the character of proposed work, acquisition of right of way, and construct hightype pavement overlay as indicated on the enclosed PR-9 forms. Preliminary design of the proposed project indicated a cost beyond what the county was able to fund. Therefore, they requested the project be reduced to replacement of the Mill Creek Bridge on existing alignment.

I further request the following:

(1) Authorization to proceed with the PS&E preparation phase of preliminary engineering at an estimated total cost of $11,500 with an obligation of $9,860 in federal funds.

(2) Authorization for construction at an estimated total cost of $230,700 with an obligation of $196,140 in federal funds.

Funds for this request are available from releases in obligations by modification of project agreements on Project No. SOS-OS-0300(6), SOS-OS-1500(2), SOS-OS-2800(1), and SOS-3300(1).

CL:bke

cc: H. Reynoldson

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	DHV 20	FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME
2		Co. Rd., 3.3 mi. S. of Buell		100	---	--	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-A 7
3	P.E., One Bridge								SOS-	2700(1

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD	CLASS OF FEDERAL FUNDS ¹	COUNTY NAME
4	Safer Off System Roads	Polk

NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
-----	Non	N	Non	Co

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(1 to 8)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST 6201&X021		ITEM AS NOW PRO-GRAMED	90005	SOS-2700(1)	"Buell-Mill Cr. Park Section"	3.3 3.3 3.3	17,500 2,500 230,700	15,000 2,130 197,870	2,500 (Co) 370 (Co) 32,830 (Co)	P.E uti arc qui all
										PROJECT TOTAL	3.3	250,700	215,000	35,700 (Co)	ove
5					PE ROW CONST X021		RE-QUESTED REVISION	90005	SOS-2700(1)	"Mill Creek Bridge Section"	0.02 0.02	22,000 (16) 230,700 (23)	18,860 (24) 196,140 (33)	3,140 (Co) 34,560 (Co)	P.E iti log 100 & g roa
										PROJECT TOTAL	0.02	252,700	215,000	37,700 (Co)	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

REASON FOR CHANGE:
To delete the roadway paving and right of way resulting from
of the project.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
10-23-78

OTHER:
11-15-78

PROGRAM REVISION REQUESTED	RECOMMENDED	A
DATE July 14, 1980	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

¹ If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

OJECT LOCATION (45 typewriter spaces)	ADT	DHV	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Co. Rd., 3.3 mi. S. of Buell		20 100	---	--	10	Oregon	41	680	90005

O WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
dge								SOS-	2700(1)		

S [1]
Safer Off System Roads

COUNTY NAME: Polk
CODE: 053

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Non	N	Non	Co. Rd.	---

PE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
ST &X021		ITEM AS NOW PROGRAMED	90005	SOS-2700(1)	"Buell-Mill Cr. Park Section"	3.3 3.3 3.3	17,500 2,500 230,700	15,000 2,130 197,870	2,500 (Co) 370 (Co) 32,830 (Co)	P.E. all phases incl. utility preparatory work & archeological salvage, acquisition of right of way all phases, const. H-T pave overlay & const. 105' bridge.
					PROJECT TOTAL	3.3	250,700	215,000	35,700 (Co)	
ST		REQUESTED REVISION	90005	SOS-2700(1)	"Mill Creek Bridge Section"	0.02 0.02	22,000 230,700	18,860 196,140	3,140 (Co) 34,560 (Co)	P.E. all phases incl. utilities prep. work & archeological salvage. Const. 100' reinf. conc. bridge & grade & pave approach roadways.
					PROJECT TOTAL	0.02	252,700	215,000	37,700 (Co)	

been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

two or more projects. Prepare a form PR-1 for all from such action.

REASON FOR CHANGE:
To delete the roadway paving and right of way resulting from a downscoping of the project.

-over-

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 14, 1980	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

one class of project to another, or covers joint financing, show both classes of funds involved.

RM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

Mill Creek Bridge Section
Project No. SOS-2700(1)

Remarks continued: The estimated total cost of the project determined in the preliminary engineering field phase led to a request from the county to downscope the project to only replacement of the Mill Creek Bridge on its present alignment with a 100 foot reinforced concrete bridge with 28-foot roadway, grade & pave approach roadways and incidental work common to this type of project. Adjustment of utilities as required.

FHPM 7-7-2 Requirements: Categorical Exclusion project concurred in by FHWA on June 19, 1980.

FHPM 7-7-5 Requirements:

a) Public Hearings -- None required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

226

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8
LOC 4

TO: FILE

DATE: July 1, 1980

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Mill Creek Bridge
Buell-Mill Creek Park Section
Mill Creek Road #6610
Polk County

505 - 2700( )

The proposed project will replace the existing 105-foot long, three-span timber structure. The new structure will be on a new alignment slightly upstream from the existing structure.

HYDROLOGY

Mill Creek is a south-north tributary of the South Yamhill River and drains an area of approximately 32 square miles above the proposed bridge site. Fifteen years of stream gage records are available from gage 14-1933 (drainage area = 27.4 square miles) located approximately 1.5 miles upstream from the bridge site. The recurrence interval vs. peak discharge relationship listed below was determined by analyzing the gage data using a Log-Pearson Type III statistical distribution. These values have been adjusted to reflect the difference in drainage area between the gage and the bridge site.

Recurrence Interval	Peak Discharge
100-year	8,210 cfs
50-year	7,400 cfs
25-year	6,610 cfs
10-year	5,580 cfs
5-year	4,760 cfs

The largest flood of record occurred on December 22, 1964, when a peak discharge of 6,170 cfs was measured at the gage. The estimated peak discharge at the bridge site during the flood is 7,180 cfs (40-year recurrence interval).

According to Bob Henson, Polk County Bridge Foreman for the past 31 years, the highwater at the bridge site during the 1964 flood was approximately 6 feet below the bottom of the four-foot deep log beams. He also stated that there has been no problem with debris at this site.

Contains
Recycled
Materials

R
Don H.

HYDRAULIC DESIGN

The 25-year flood of 6,610 cfs was chosen as the design flood. The estimated highwater elevation during this flood is 493.3 feet (MSL). The estimated highwater elevation for the 100-year flood of 8,210 cfs is 494.7 feet (MSL) and the estimated 1964 flood highwater elevation is 493.8 feet (MSL).

The existing structure was analyzed and found to create 1.1, 1.2, and 1.3 feet of backwater during 25-year, 1964, and 100-year floods respectively.

It is suggested that the proposed structure provide a normal waterway area (perpendicular to channel) of 650 square feet below the design highwater elevation of 493.3 feet (MSL). A structure which provides the above normal waterway area will create no backwater during the 25-year flood and a negligible amount of backwater during the 100-year flood. The above waterway area is satisfied with a single span structure which provides an 80-foot clear span.

RIPRAP

Since the abutments will be founded on solid rock, no riprap protection will be necessary. If the wingwalls are not founded on solid rock, it is suggested that they be protected with Class 700 loose riprap placed in a trench around the toe of the wingwall.

DWB:ge

Attach.

cc: Frank Terpin w/att
Walt Hart "
Jack Davis "
D. Christensen "
Don Harwell "
C. O. Fredrickson "
Herb Schell, FHWA "

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge-	cfs	6,610	8,210	7,180
	m³/s			
Frequency -yrs.		25	100	40
H.W. Elevation Natural Channel	ft.	493.3	494.7	493.8
	m.			
H.W. Elevation Channel Change	ft.	-----	--- --	------
	m.			
Average Velocity -	fps	10.2	11.2	10.6
	mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Mill Creek Bridge
Buell - Mill Creek Park Section
Mill Creek Road #6610
Polk County

COMPILED BY: Dave Bryson

DATE: July 1, 19[illegible]0

9336

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project SOS-2700(-)
Buell-Mill Creek Bridge
Off System-Mill Creek Rd. No. 6610
Project Category Request

Date: June 19, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your June 5, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

D. V. Riedl
G. L. Green for

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg II)

ENVIRONMENTAL SECTION
June 20, 1980

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
Surfacing Design
C. O. Fredrickson
Howard Johnson
William Fretwell
Eddie Welsh
B. L. Gifford (2)
R. H. Prange
Phil Lewellyn
Don Keyes (8)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

SOS-2700 (-)

A. Project Identification:

Date May 23, 1980
Section Buell-Mill Creek Bridge
City ____ Hwy. No. 2027
Highway Off System-Mill Creek Road No. 6610
Begin M.P. 3.1 Length ____
County Polk
Program Estimate $285,000
Region 2
Funding Source SOS-County
(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The project proposes to replace a wooden bridge of deteriorating soundness with a reinforced concrete structure; bridge replacement would take place within existing right-of-way.

The project is a downscoped version of the original proposal; downscoping will allow bridge replacement to proceed with funds now available. The original proposal was submitted as a major, non-significant action and approved on July 26, 1978.

C. Recommended Project Category and Documentation:

Project Category		Documentation
____	1	Draft and Final EIS
____	2	Environmental Assessment and Finding of No Significant Impact
X	3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Bridge replacement will be accomplished within the existing right-of-way. Neither of two nearby parks will be impacted. Stream turbidity will be regulated by a Division of State Lands Permit if more than 50 cubic yards are removed from the stream.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	2' shy
Average Daily Traffic (Volume/Year)	100	--
Alignment (New, Combined, Existing)		combined
Speeds (Posted/Estimated)		

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

Within existing right-of-way

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact on traffic volumes or patterns. Safety of the river crossing would be improved.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Temporary turbidity will occur in Mill Creek during construction. A small amount of riparian vegetation would be removed. Construction will be timed to avoid conflicts with anadromous fish runs.

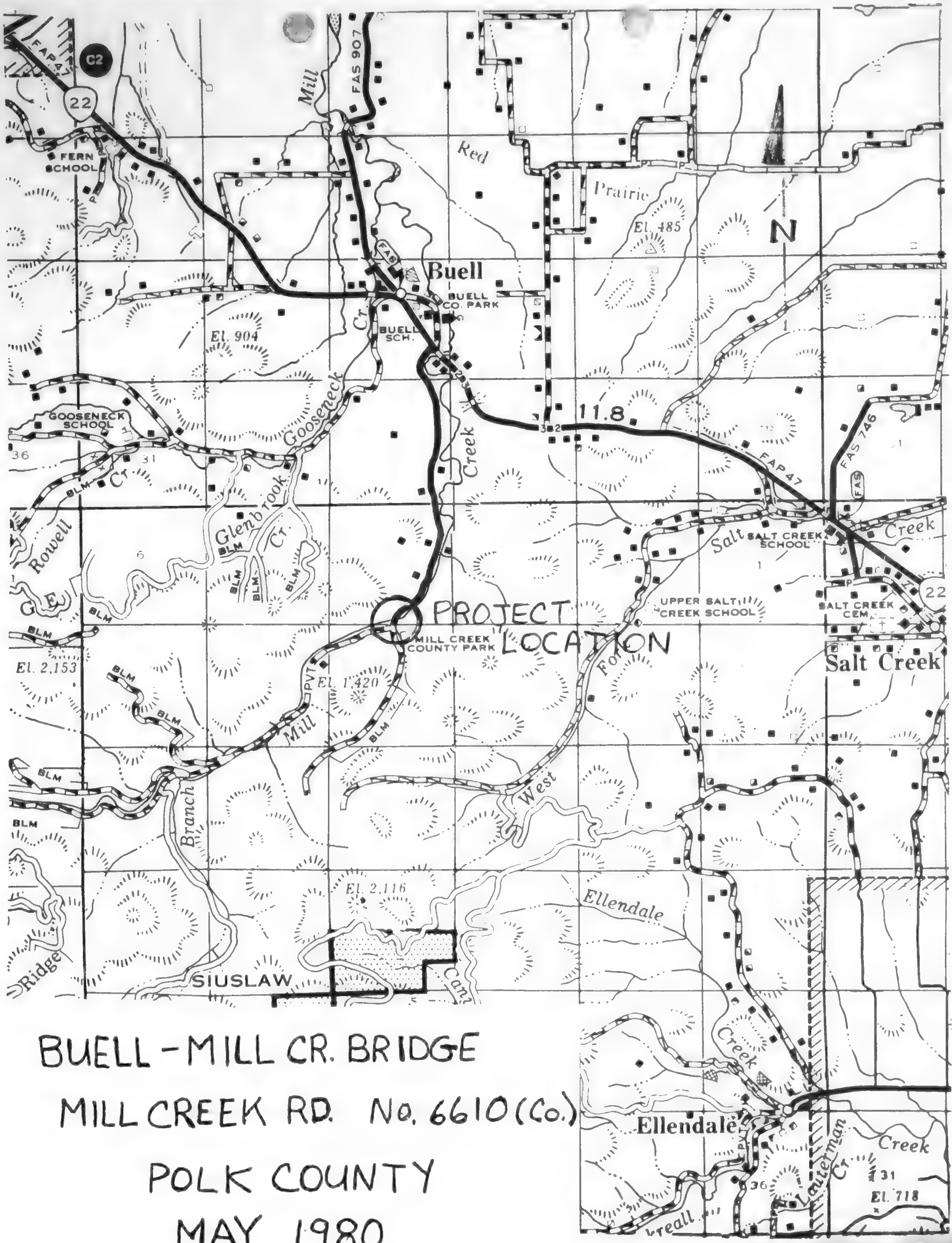
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None. No right of way will be required from either Mill Creek Park, a county park, or Mill Creek Recreation Area, a BLM Park. Noise levels are, and will continue to be, low.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: Donna Kilber 378-8486


C2
FAP 47
22
FERN SCHOOL
Mill
FAS 907
Red
Prairie
El. 485
N
Buell
BUELL CO. PARK
BUELL SCH.
El. 904
Cr.
Gooseneck
GOOSENECK SCHOOL
Creek
11.8
FAP 47
FAS 746
FAS
Glenbrook
Cr.
Rowell
BLM
Salt
SALT CREEK SCHOOL
Creek
UPPER SALT CREEK SCHOOL
SALT CREEK CEM.
22
Salt Creek
PROJECT LOCATION
MILL CREEK COUNTY PARK
El. 2,153
El. 1,420
PVT
Mill
Fork
West
Branch
Ellendale
El. 2,116
Ridge
SIUSLAW
Creek
Ellendale
Lauterman Cr.
Creek
El. 718
36
31
6
1

BUELL - MILL CR. BRIDGE

MILL CREEK RD. No. 6610 (Co.)

POLK COUNTY

MAY 1980

9226

POLK COUNTY BOARD OF COMMISSIONERS

1845

HENRY A. (HANK) DOUGHERTY
COMMISSIONER

LYN HARDY
COMMISSIONER

BENJ. F. MAGILL
COMMISSIONER

TELEPHONE: 623-8171, EXTENSION 221

COUNTY COURTHOUSE
DALLAS, OREGON 97338

REGION 2 ENG
RECEIVED
MAY 1 1980
☐ RLE ☐ RSE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ ESO ☐ ENV ☐ RFE

April 29, 1980

Phil Stearns
Regional Federal Aid Engineer
Oregon Highway Division
2960 East State Street
Salem, OR 97310

Dear Phil:

Re: Mill Creek Bridge Off-System Project

This letter is to make a record of the downscoping of the subject project.

Because of the increase in the estimated cost for the project as originally requested, it is our desire now to downscope the project to the Mill Creek structure only. We would also request that the new structure be constructed as near to the existing alignment as possible.

The Bridge Section has indicated to our staff that a 28-foot wide structure could be stage constructed and probably could be built within the existing right-of-way. We feel this would be desirable and hereby approve the bridge width of 28 feet.

If you have any questions, please feel free to contact our staff.

Very truly yours,

POLK COUNTY BOARD OF COMMISSIONERS

Lyn Hardy

Lyn Hardy, Chairman

Benj F Magill

Benj. F. Magill, Commissioner

Henry A (Hank) Dougherty

Henry A. (Hank) Dougherty, Commissioner

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT
DEPT.

378-6883
TELEPHONE

TO: C. O. Fredrickson
Region 2 Engineer

DATE: October 26, 1979

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Buell-Mill Creek Park Section
Mill Creek County Road #6610
Polk County
Prefix 227-1960

The Preliminary Engineering for the subject SOS project has exceeded the program amount. The project was assessed and categorized as an action requiring a negative declaration. Because of this categorization, P.E. funding was approved by FHWA through design approval only. As far as we can determine, no work has been done on the environmental document which was to have been prepared by the county.

Because SOS funding is not currently available to cover additional P.E., we have suspended further work on the project. While we may be obligated to furnish free bridge design, it would seem imprudent to do so unless some means of financing the construction is found.

JWG:ge

cc: E. S. Hunter
D. H. Moehring
D. Christensen
P. Stearns
Jim Kinns

7-336

7-77

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TOTAL TO DATE JOB COST SUMMARY                                          SEPTEMBER 1979        PAGE 435
                                                                            FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION   GR   CURRENT MONTH   YEAR TO DATE      TO DATE
                                   226   1990     983    00 P 1    [illegible]     [illegible]      [illegible]
                                                  TOT       P1     [illegible]     [illegible]       97.49
                                             ** JOB TOTALS **        25.00  **       25.00  **       97.49  **

  BUELL-MILL CRK PARK         CONT NO    FA PROJ NOS SOS 700001 100                                      STATE
                                   227   1960  [illegible]  N 9                    427.26CR      11,[illegible]CR
                                   227   [illegible]        N 9                                   2,[illegible]
                                   227   [illegible]   2[illegible]3 00 N 9          427.26       9,0[illegible]
                                   227   [illegible]        P 1       35.71      5,316.6[illegible]   10,[illegible]
                                   227   [illegible]        N 1      [illegible]    [illegible]     [illegible]
                                   227   [illegible]     00 P 1       62.08       [illegible]       62.[illegible]
                                   227   [illegible]     00 P 1                   [illegible]      4,17[illegible]
                                   227   [illegible]  911   P 1                                    [illegible]
                                   227   [illegible]  913 00 P 1                    8.31             8.31
                                   227   [illegible]  9[illegible] P 1                              12.14
                                   227   [illegible]        P 1                   6[illegible]7.66  9[illegible]3.57
                                   227   1960  9[illegible]0 00 P 1               1[illegible]8.29  1,[illegible].19
                                                  TOT       P1       97.79       6,[illegible]1    16.[illegible]
                                                  TOT       N1       35.65       [illegible].37    [illegible]
                                             ** JOB TOTALS **       133.44  **     6,460.78  **   17,108.31  **

  CHINA HLW CK RD-POWER LN    CONT NO    * FA PROJ NOS SOS 800001 100                                    STATE
                                   228   1958  [illegible]  N 9                                   7[illegible]
                                   228   [illegible]        N 9                                   [illegible]CR
                                   228   [illegible]  2[illegible]3 00 N 9                        7,[illegible]
                                   228   [illegible]  9[illegible]1 P 1                           3,[illegible]
                                   228   [illegible]        P 1                                    [illegible]
                                   228   [illegible]  910 00 P 1                                  5[illegible].41
                                   228   [illegible]     00 P 1                                    [illegible]
                                   228   [illegible]        P 1                                    [illegible]
                                   228   [illegible]  921 00 P 1                                  1,0[illegible]4
                                   228   [illegible]  922 00 P 1                                   [illegible]
                                   228   [illegible]  922 00 N 1                                   1.[illegible]
                                   228   1958  923 00 P 1                                          37.27
                                                  TOT       P1                                    9,0[illegible]
                                                  TOT       N1                                      1.70
                                             ** JOB TOTALS **                   **            **    9,094.64  **

  BURTON BR TILLAMOOK RIV RD  CONT NO    FA PROJ NOS CS 900001 100                            00         STATE
                                   229   1964  [illegible]  N 9                                 2,[illegible]CR
                                   229   1964  [illegible]  N 9                                 1,[illegible]
                                   229   1964  2[illegible]3 00 N 9                              [illegible]
                                   229   1964  [illegible]  P 1                                  [illegible]
                                   229   1964  90[illegible] P 1                                 [illegible]
                                   229   1964  910 00 P 1                                        [illegible]3.64
                                   229   1964  91[illegible] 00 P 1                              [illegible]
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9226

1-20-79

NARRATIVE REPORT

Buell-Mill Creek Section
Mill Creek Road #6610

Polk County

History

We received the Authority for Survey in February 1979. It showed an overlay, minor widening from the store on the north side of the Willamina-Salem highway to across the Mill Creek bridge. In addition, the bridge was to be replaced.

However, the available funds, $250,000 total, were completely insufficient to accomplish both the overlay and the bridge replacement, so our efforts were confined to the bridge and the necessary approach work.

The county rebuilt most of the project in 1961 on an improved alignment, and this was used as a base for our survey. We worked until the middle of March when we were pulled off due to no available funds to construct the project. However, the first part of June, we were instructed to complete the survey.

Standards

Proposal for this is a Class F, two-lane highway using the geometric design for local roads and streets. The terrain is rolling to mountainous. The ADT is in the 50-250 range, allowing the use of 20° curves, with speeds from 20 to 30 m.p.h. The spirals are 100 foot with maximum super of 0.04 per foot.

Typical Section

The surfacing used at this level is:

3 inches A/C wearing surface
$1\frac{1}{2}$ inches crushed level course
$10\frac{1}{2}$ inches crushed base course

The original design from Clarence Gregg was:

3 inches paving
$1\frac{1}{2}$ inches level
8 inches base

However, he was not aware of some heavy traffic which at times will be using the roadway. This consists of log hauling which will be crossing the new bridge and a newly developed rock source close to the north end of the project.

We have arbitrarily increased the base depth somewhat. We have checked with Mr. Gregg, but at the time the project was submitted, he was unable to get any better information.

The widths for the surfacing are: 2 - 12' travel lanes
2 - 2' shoulders

Originally, we were shooting for 2 - 12' travel lanes and 2 - 4' shoulders. However, we found this brought the bridge cost too high so we have backed down to the 28-foot width. Since the bridge is only this wide, I saw no reason to make the surfacing any wider, especially as we are tieing into the more narrow existing alignment as soon as possible.

Horizontal Alignment

The coordinates used are assumed. The bearings are Grid-North Zone, being taken from the map information furnished by the county for their 1961 survey and monumentation. We were able to find a number of their iron pins from which we reset the alignment points and reran their survey as a 'P' line for our work. Their alignment used 20^0 curves with 100-foot spirals. We have used the same design for the bridge relocation, tieing into their work on both ends of the survey.

Two basic projections were studied, one downstream and one up. The downstream had the problem of creek bank running back generally parallel to the roadway for a distance such that we would have been filling into the creek area. This appeared objectionable because the material would have had to be rock as the channel grade causes the water to run quite rapidly. The bottom is rock which would have required "shooting" toe trenches.

The upstream still has some skew but the structure ends can set on the banks with no fill necessary on either end. Both projections were reviewed by the local BLM office, specifically Jack Mears. After a field review, they chose the upstream as being the least objectionable to their area.

The first projection held as close as we could to the existing bridge and leave comfortable room for the construction of the new in its entirety. There is at present a road approach coming in on the right opposite station 125+75. This is used by C.C. Meisel for a rock quarry operation and generates quite an amount of traffic at times.

In order to get some clearance for this, we moved the centerline over about 7 feet from the existing which makes the shoulder match about the same as it is now but moves the through traffic to the east. This was done by placing an angle in the alignment at station 121+00. The angle is $1^o 26'$, for which we have not used a curve.

In general, the rock coming from the quarry goes to the north though it is conceivable that some could go to the south for logging roads. Should this be the case, they will either have to go north to where they can turn around or build a "bulb" turn around where their approach comes in. Even the downstream projection would not have cured this problem as at this point, both projections are generally common.

There is also an approach coming in from the BLM land opposite station 130. We adjusted this to the south such that a radius can be brought aroud to the bridge end. This road may at times carry logging traffic though not often.

We found that the length of the work on this projection brought the construction costs up to about $500,000 which is double the allowable amount. As a result, we did some checking with Bridge, John Tindall, who suggested that we move closer to the existing bridge such that we build the new a half at a time. We could also cut the width from 32 feet to 28 feet. By moving closer to the existing bridge, we are also able to take advantage of better terrain; that is, the creek is at its most narrow point beneath the existing structure.

We have tied our survey into the R/W line established by the county. Our centerline is now 14 feet upstream and parallel to the existing bridge and we have used the same tangents back and ahead such that the curve data remains the same. This will permit future expansion on their line but also allow us to warp in just off the ends of the structure to the existing roadway. This will hold the grading and surfacing to an absolute minimum at this time.

Vertical Alignment

For the first projection, our grade generally matched the existing from 121 to 126 where we had a +2.5%. This ran through a 300-foot V.C. to a -1.38% to the far side of the creek where we ran through a 200-foot V.C. to a +0.48% grade to the end of the project.

The second projection which is closer to the old bridge has brought the match points in much closer to the creek as we are tieing into the existing grade as close to the bridge as we can.

Materials

The grading work will result in an excess of excavation which will have to be wasted. Since the quantity is quite small, we have made no attempt to provide a place for this.

The surfacing material needed can be brought in from the "Shenk" quarry under the control of C. C. Meisel. The paving undoubtedly will come from a commercial source, the most likely being McMinnville or Dallas. Since the quantities of rock are pretty small, I have shown the bid by the yard rather than the ton as there are no scales at this quarry site and it wouldn't pay to have a set brought in.

Right of Way The only property needed will be on the right side where the BLM has ownership. This will be minimal and won't do any damage to any of the developed sections at this time. If the line is extended at some future date, then some of the BLM campgrounds will be affected.

Structure The existing is timber with log stringers. It is about 20 feet wide, 105 feet long, with the ends setting on timber footings and the two center piers setting on concrete footings, one on each side of the creek channel. The new will be on the upstream side but close enough that it will have to be constructed a half at a time. It is to be 28 feet wide by approximately 140 feet long. The actual design will be done by the Bridge Section who are looking at the possibility of a single span. The design will have to be strong enough to take care of sufficient pavement build up to create the super and vertical curve configurations for the final deck grade.

The construction will require staging; that is, the upstream half will be built, the old structure removed, and the remainder of the new completed. During stage 2, the traffic will use the new on a one-way basis which, incidentally, they are actually doing now on the old due to the narrow width.

Drainage There will be none at this time as the work doesn't extend far enough either way to get involved with any that doesn't naturally fall to the creek.

Stage Construction The traffic will generally remain as it is for stage 1. Due to the restricted work area, there will be brief periods when flagmen will be necessary, though this is not critical as the traffic volume is so low that most of the time there are no cars anyway. Upon completion of the half structure, traffic will then use this on a one way basis using signs for control, the old removed, and the remainder of the new completed.

During the time the new is in use on a one-way half width, guard rail will be needed on the structure as well as probably the corners to prevent someone from running into the creek. Since the construction timing may be such that it would be impractical to construct the permanent rail at this time, the contractor should be aware that temporary rail may be necessary until the proper installation can be made.

Utilities

Due to the restricted area of activity, there should be no interference with the power and telephone lines as they are on the far side of the roadway from our work.

Bid Items

Mobilization and Temporary Protection and Direction of Traffic require no special comments.

Temporary Signs - I have shown what is probably a minimum for the work. We will have one way traffic through the work area which will have visibility from end to end. The present bridge is wide enough, just under 20 feet, for two-way traffic, but it is not used in this manner so far as I can tell. The travel indications are that it is used as a one-way so there will be little or no change from what is now taking place. There will be some times when flagmen will be used but since the traffic volume is so low, I did not ask for flagmen signs.

Temporary Barricades - I have included six 8-foot type-3 barricades with the thoughtthat these will be of value to block off the old or new roadway at the transition periods from one to the other.

Flagmen may be necessary during the erection of part of the new bridge as probably the contractor will be using the existing bridge to set the beams on the new and using the new to remove the old and set the remainder of the new.

Clearing and Grubbing is quite light. There is some brush on the south end, on the right side.

Removal of Structures and Obstructions - This is the removal of the old bridge the size of which is 20' x 105'. There may be some salvage value in this; the timber supports for the piers are in good shape and the rail members look good.

Surfacing Items - I have included all but a prime coat. Normally, I feel this is beneficial but in this case due to the small amount of work, it wouldn't be practical. The same could be said for the tack coat, but it needs to be covered in some manner so some is available where we match in to the old road and between the new A/C lifts. I have deviated from the norm in that I have shown the rock, base and level courses, on the basis of cubic yard-truck measure. The reason for this is that the small amount involved, 450 yards, would not warrant the installation of scales if they aren't already there. I anticipate that these materials will be available from the "Shenk" quarry located just off the north end of the project.

Guard Rail Items - These are pretty standard taking into consideration the terrain. I have shown the normal type-3 rail off the four corners of the bridge. The northeast and southwest are full length. The northwest will run into the existing cut bank at 87.5 feet from the bridge end and the south east run will run out into the forest access road in 50 feet from the bridge end. The latter run has 25 feet of type-2 on a 55-foot radius bend.

Extra for A/C Approaches - There is only one, this the forest access road left of station 130.

Structure - I had some discussion with John Tindall who has indicated they may set the ends down on the solid rock which appears to be about 8 feet below the top of the creek bank. At the same time, they may use some wings which may shorten the structure somewhat from what I have shown, though not a great deal as I have already taken this into consideration to an extent.

Finally, the estimate I have is about $65,000 over what is supposedly available. Generally, it is minimal; however, by taking some items out, it could be brought down. Suggested items which we might take out and leave to the county to construct or do are the grading, surfacing, and perhaps the guard rail. A categorical listing of these and their values are:

grading	$ 4,180
surfacing	13,323
guard rail	10,025

Adding the percentage for mobilization and engineering, the total would be $35,510, which still doesn't get it down to within the allowable figure of about $220,000. Unfortunately, the new bridge and the removal of the old alone including the percentages for mobilization and engineering, comes to $241,700. This doesn't include anything for traffic control.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Buell-Mill Creek UNIT OR PART Bridge replacement
HIGHWAY Mill Creek Road #6610 PREFIX 227-1960 COUNTY Polk

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization 9%				
2	111	Temp Prot & Direction of Traffic				
3	111	Temp Signs	Sq.Ft.			
4	111	Temp Barricades	Each			
5	111	Flagmen	Hr.			
6	201	Clearing & Grubbing	L.S.			
7	202	Removal of Structure & Obstructions	L.S.			
8	203	General Excavation	Cu.Yd.			
9	233	Watering	M.Gal			
10	304	Aggregate Base	Cu.Yd.			
11	304	Agg. in level course & Shoulders	Cu.Yd.			
12	403	Asphaltic concrete pavement	Ton			
13	403	Asphalt in mixture	Ton			
14	407	Asphalt in tack coat	Gallon			
15	606	Guard Rail type-3	Ln.Ft.			
16	606	Guard Rail Type-2A	Ln.Ft.			
17	606	Guard Rail Anchors type-1	each			
18	606	Guard Rail Anchors type-2	Each			
19	606	Rail End pieces type-A	Each			
20	606	Rail End pieces type-C	each			
21	610	Extra for A/C approaches	Each			
		Structure 140 x 28	Sq.Ft.			
		Total Bid Items				
		Striping				
		Eng & Contingencies 20%				
		TOTAL				

Sheet____ of _____

9236

Polk County Surveyor

County Courthouse
Room 206
DALLAS, OREGON 97338

C. RALPH BLANCHARD
County Surveyor

Phone: 623-8171
Ext. 50

May 18, 1979

REGION 2 ENGINEER
RECEIVED
MAY 21 1979
☐ RLE ☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ULE ☐ GEO ☐ RSO ☐ ENV

Phillip Stearns
Region Federal Aid Engineer
Department of Transportation
Highway Division
2960 E. State St.
Salem, Or. 97310

RE: 6610 SOS Project [illegible]

Dear Phil:

We have discussed our option as outlined in your letter of April 10, 1979, and would like the State to complete the preliminary phase through P.S. & E. (option #2).

Thank you for your attention to this matter.

Sincerely,

Ralph Blanchard

C. Ralph Blanchard
Polk County Surveyor
Assistant Roadmaster

CRB:gd

H O N M

7226

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/7/78	CC 1942		PE 227-1960

BILL TO: Code:

Polk County Board of Commissioners

Courthouse

Dallas, Oregon 97338

Attn: Mr. C. G. Swenson, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for P.E. and R/W for the Buell-Mill Creek Park Section of Mill Creek Rd. SOS-2700(1) AD527			

Advance Deposit Amount	\$ 2,500.00 PE \$ 370.00 R/W
Advance Deposit Previously Transferred to Highway Fund	\$ ---
Balance	\$ 2,870.00
Transfer to Highway Fund	\$ 2,170.00
Refund Due	\$

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due \$

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

G. W. Wimer

Gerald W. Wimer

SP*35736-73

7226

November 9, 1978

Polk County
Board of Commissioners
Courthouse
Dallas, Oregon 97338

Attn: Mr. Ralph Blanchard

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Buell-Mill Creek Park Section Mill Creek Road. This is an Off-Systems project #SOS 2700(1).

Financial sharing of the preliminary engineering is:

Total P.E. & R/W	$20,000.00
Federal Funds	17,130.00
Balance	$ 2,870.00
Local Share: $2,870	

Rec'd 11/27/78

Told Region

Please make your check in the amount of $2,870.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc

bc: w/AD#527: Vern Skoog-Please return completed AD#527 when check is received.
Region 2 Federal Aid Engineer, Phil Stearns

Form E-39 (Rev. 9-71) 9226-

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Buell-Mill Creek Park

Highway Mill Creek Rd.

County Polk

Date Nov. 9,1978, 19

Authorization No. 1

Survey Prefix 227-1461 (Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey: Prepare Plans for Bridge replacement

Estimate of cost: Bridge Design (ONLY) 906 5,000

Total estimated cost of survey	$ 5,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

P. L. Carstensen
Costs & Records Spec. Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. Pespin
Location Engineer

Approved: EJ Hunter
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*23604-734

NC 14

Form E-30 (Rev. 9-71)

9226

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Buell - Mill Creek Park

Highway Mill Creek Rd. No. 6610 (Co.)

County Polk

Date 11-3-78 ~~February 14, 1978~~

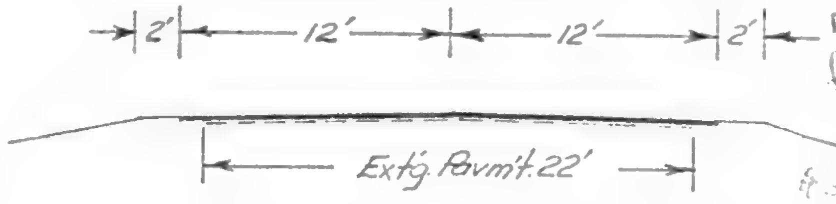
Authorization No. 1

Survey Prefix 227-1960 (Assigned by Salem office)

Description of termini, route, length, etc.: Route follows the existing alignment of Co. Rd. Number 6610. Northerly terminus is M.P. 0.0 which point is the intersection of Mill Cr. Rd. and Co. FAS A546. The southerly terminus is M.P. 3.3 which point is just South of Mill Cr. Br.. Length 3.3 miles.

cc Wimer
Litchfield
Turpin

this to file



TYPICAL SECTION

Note to Wimer: This project requires a
Litchfield: negative declaration, Section
Turpin: 4(f) statement, 30 day review period, and a final neg. dec. which will probably cost between [illegible] $15,000, depending on difficulty we have for the 4(f) approval. How will this be done, who will do it, and who will pay for it.

SOS-2700(1)
10-23-78

Purpose of survey:

Prepare plans, specifications and cost estimate for pavement overlay and bridge replacement project. This is an Off-System Project.

Estimate of cost:

R/W	909	1,000
Field	901	7,500
Plans	905	1,000
Soils	910	2,000
Hydraulics	918	1,000
Specifications	921	500
Environmental	923	500
Foundation Expl.	926	4,000

11-3-78 Discussed with Potter. Says second authorization for $5,000 includes Neg Dec
Jerry

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 17,500

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

for Richard E. Nelson, Field Engineer

Recommended for Approval:

A. L. Litchfield
Asst. Regional Engineer

Recommended for Approval:

Frank E. Turpin
Location Engineer

Approved:

E. White
Tech. Serv. Mgr. ~~XXXXXXXXX XXXXXXXXX~~

SP [illegible]

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISI

AUTHORITY FOR SURVEY

Section Buell - Mill Creek Park

Date November 1, 1978

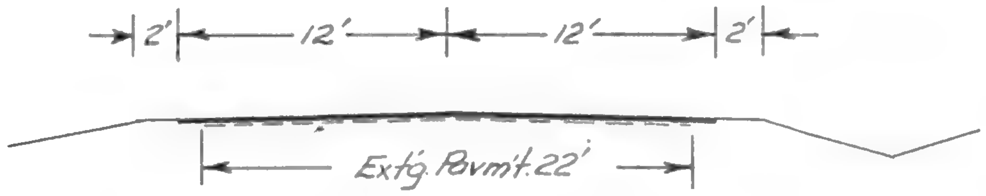
Highway Mill Creek Rd. No. 6610 (Co.)

Authorization No. 2

County Polk

Survey Prefix 227-1960 (Assigned by Salem office)

Description of termini, route, length, etc.: Route follows the existing alignment of Co. Rd. Number 6610. Northerly terminus is M.P. 0.0 which point is the intersection of Mill Cr. Rd. and Co. FAS A546. The southerly terminus is M.P. 3.3 which point is just South of Mill Cr. Br..
Length 3.3 miles.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for pavement overlay and bridge replacement project. This is an Off-System Project.

6-26-80
18,144.99 P
+ 312.58 N
$18,457.57

		3.96 P	922		
		12.14 P	920		
		8.31 P	913		
		25.54 P	911		
	R/W	–	909		1,000
	Field	10,305.67 P	901	312.58 N	7,500
	Plans	1,212.86 P	905		1,000
Estimate of cost:	Soils	1,173.08 P	910		2,000
	Hydraulics	3.67 P	918		1,000
	Specifications	–	921		500
	Environmental	–	923		5,000
	Foundation Expl.	1,176.63	926		4,000
		1,223.13	950		

✓ 505-2700(1) 10-23-78

Total estimated cost of survey . . . . . . $ 22,000
Previous authorization 17,500
Additional authorization requested 4,500
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
for Don Hunter
Richard E. Nelson
Field Engineer

Recommended for Approval:
Frank E. Pespin
Location Engineer

Recommended for Approval:
Asst.
Regional Engineer

Approved:
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*23604-734

```
                                        ** JOB TOTALS **                 **        [illegible]  **     [illegible]  **

BUELL-MILL CRK PARK          CONT NO       FA PROJ NOS SOS 700001 100                                         STATE
                              227   1960   2[illegible]5   00 N 9                  427.26CR      11,170.00CR
                              227   19[illegible]  2[illegible]7   00 N 9                                 2,1[illegible]
                              227   1960   2[illegible]8   00 N 9                  427.26         9,[illegible]
                              227   1960   901   00 P 1                 5,311.49       10,3[illegible].67
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[illegible]AL TO DATE JOB COST SUMMARY                                        MAY 1980        PAGE  532
                                                                       FISCAL          GRAND TOTAL
[illegible]PTION OF JOB OR DEPARTMENT    PREFIX     FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                              227   1[illegible]   [illegible]   [illegible] N 1          [illegible]      [illegible]
                              227   1[illegible]   [illegible]5   [illegible] P 1          1,2[illegible]      1,[illegible]
                              227   1[illegible]   9[illegible]0   [illegible] P 1             [illegible].43      4,1[illegible]
                              227   1[illegible]   9[illegible]1   [illegible] P 1                             2[illegible]
                              227   1[illegible]   9[illegible]3   [illegible] P 1               8.31          8.31
                              227   1[illegible]   9[illegible]8   [illegible] P 1               3.67          3.67
                              227   1[illegible]   [illegible]   [illegible] P 1                            1[illegible]
                              227   1[illegible]   [illegible]   [illegible] P 1               3.[illegible]          3.[illegible]
                              227   19[illegible]  [illegible]   [illegible] P 1             [illegible]2.72      1,1[illegible].63
                              227   1960   [illegible]   [illegible] P 1             [illegible]1.23      1,[illegible].13
                                          TOT        P1                    7,[illegible].67    18,[illegible]
                                          TOT        N1                    [illegible].[illegible]7     [illegible]
                                      ** JOB TOTALS **          **         7,[illegible] **    18,[illegible]  **

[illegible]K RD-POWER LN    CONT NO     & FA PROJ NOS SOS [illegible]0001 100                                  STATE
                              2[illegible]   19[illegible]   2[illegible]5   [illegible] N 9                             [illegible]
                              2[illegible]   1[illegible]   [illegible]   [illegible] N 9                          8,[illegible]CR
                              2[illegible]   1[illegible]   [illegible]   [illegible] N 9                          2,[illegible]
                              2[illegible]   1[illegible]   [illegible]1   [illegible] P 1                          3,[illegible]
                              2[illegible]3   1[illegible]   [illegible]5   [illegible] P 1                          3,[illegible].92
                              2[illegible]   1[illegible]   [illegible]0   [illegible] P 1                          5[illegible].[illegible]1
                              2[illegible]   1[illegible]   [illegible]4   [illegible] P 1                             [illegible]
                              2[illegible]3   1[illegible]   [illegible]0   [illegible] P 1                           63.[illegible]
                              2[illegible]   1[illegible]   [illegible]   [illegible] P 1                        1,[illegible]
                              2[illegible]   1[illegible]   [illegible]   [illegible] P 1                           [illegible]
                              2[illegible]   1[illegible]   [illegible]   [illegible] N 1                            1.[illegible]
                              2[illegible]   19[illegible]  [illegible]   [illegible] P 1                           37.27
                                          TOT        P1                                 9,[illegible]
                                          TOT        N1                                     1.70
                                      ** JOB TOTALS **          **              **     9,[illegible]  **

[illegible] RIV RD     CONT NO          FA PROJ NOS [illegible]   [illegible]0001 100                                  STATE
                              2[illegible]   19[illegible]4   2[illegible]   [illegible] N 9                          2,[illegible]CR
                              2[illegible]   19[illegible]4   2[illegible]7   [illegible] N 9                          1,[illegible]
                              2[illegible]   19[illegible]   [illegible]   [illegible] N 9                            [illegible]
                              2[illegible]   19[illegible]   [illegible]   [illegible] P 1                            [illegible]
                              2[illegible]   19[illegible]4   [illegible]   [illegible] P 1                          2[illegible].93
                              [illegible]   [illegible]   [illegible]   [illegible] P 1                            [illegible]
```

12216

L.

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - ODOT 378-6883

DEPT. TELEPHONE

TO: C. O. Fredrickson
Region 2 Engineer

DATE: October 26, 1979

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Buell-Mill Creek Park Section
Mill Creek County Road #6610
Polk County
Prefix 227-1960

The Preliminary Engineering for the subject SOS project has exceeded the program amount. The project was assessed and categorized as an action requiring a negative declaration. Because of this categorization, P.E. funding was approved by FHWA through design approval only. As far as we can determine, no work has been done on the environmental document which was to have been prepared by the county.

Because SOS funding is not currently available to cover additional P.E., we have suspended further work on the project. While we may be obligated to furnish free bridge design, it would seem imprudent to do so unless some means of financing the construction is found.

JWG:ge

cc: E. S. Hunter
D. H. Moehring
D. Christensen
P. Stearns

RECEIVED
TECHNICAL SERVICES
OCT 26 79
REFER TO
FOR
Info Inves R/D D.P.

92206

L

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-23-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-2700(1)

STATE PROJECT NO. See Below

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90005

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-23-78

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Buell - Mill Creek Park Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) All phases of P.E. including archeological salvage necessary to obtain an approved Negative Declaration and Section 4F Statement TEC NTE $10,500 - F.F. $9,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 10-11-78 letter.

[illegible]

DATE 10-23-78

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1976--626-787

9276

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 11, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan **Original Signed By D. E. Swan**
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90005
Project No. SOS-2700 (1)
Buell-Mill Cr. Park Section
Polk County

Attached support data consists of PR-1 forms with project maps for the subject project.

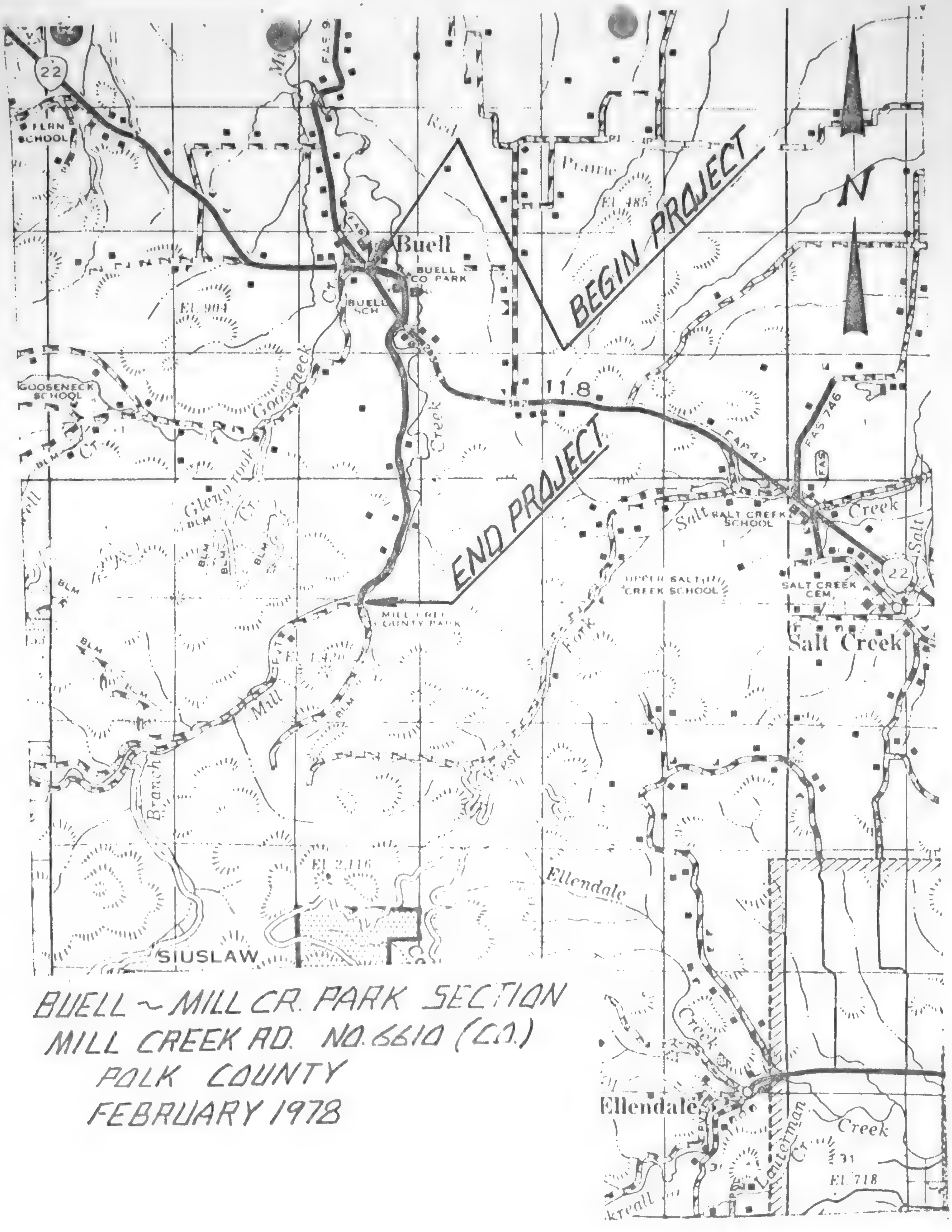
This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage necessary to obtain an approved Final Negative Declaration at an estimated total cost of $10,500 with an obligation of $9,000 in Federal funds.

One copy each of the State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval were previously forwarded.

JLG:pf
Attachments

cc: C. O. Fredrickson (Region 2)
H. Reynoldson w/att.


22
FERN SCHOOL
FAS 9
Buell
BUELL CO PARK
BUELL SCH
EL 904
Red Prairie
EL 485
BEGIN PROJECT
N
GOOSENECK SCHOOL
Gooseneck Cr.
11.8
END PROJECT
Creek
FAS 746
FAP 42
Salt Creek
SALT CREEK SCHOOL
UPPER SALT CREEK SCHOOL
SALT CREEK CEM.
22
Salt Creek
Glenbrook Cr.
BLM
MILL CREEK COUNTY PARK
Mill
Branch
West Fork
EL 2,116
Ellendale
SIUSLAW
Creek
Ellendale
Lauterman Cr.
Creek
EL 718
Rickreall

BUELL ~ MILL CR. PARK SECTION
MILL CREEK RD. NO. 6610 (CO.)
POLK COUNTY
FEBRUARY 1978

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	10-11-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., Buell, S. 3.3 mi.		100 DHV 20	- - -		10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV. AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	PE, H.T. Pave, Str.								SOS-	2700

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
4	Safer Off-System Roads	Polk	05 (14)

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID	STATE (32) (36)	U.S. (37)
- - - -	N	Non	Co. Rd.	- - -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			3.3	17,500	15,000	- - -	2,500 (Co.)
5					**ROW**		"Buell-Mill Cr. Park Section"	3.3	2,500	2,130	- - -	370 (Co.)
5					**CONST** (CODE) 6201 X021		"	3.3	230,700	197,870	- - -	32,830 (Co.)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG	PROJECT TOTALS	3.3	250,700	215,000	- - -	35,700 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

10-11-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

LOCATION (45 typewriter spaces): Rd., Buell, S. 3.3 mi. 65

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	100 DHV 20	- - - (66) (70)	(71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	90005 (14) (18)

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
Str. 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	SOS- 14 23	2700 7	(1) 13	(24) (26) 27

Safer Off-System Roads

- - - -

COUNTY NAME: Polk CODE 053 (14) (16)

ROUTE NO. N FEDERAL-AID Non (32) STATE Co. Rd. (36) (37) U.S. - - - (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
			3.3	17,500	15,000	- - -	2,500 (Co.)	Util. adj. as req. & archeological salvage.
W		"Buell-Mill Cr. Park Section"	3.3	2,500	2,130	- - -	370 (Co.)	
ST		"	3.3	230,700	197,870	- - -	32,830 (Co.)	ROW-60' min.; Access Control-none; Parking Restrictions-none.
JLG		PROJECT TOTALS	3.3	250,700	215,000	- - -	35,700 (Co.)	
L DATES				(16) (23)	(24) (33)	REMARKS		

-OVER-

USCOMM DUSCOMM-DC 48905-P61

BUELL-MILL CR. PARK SECTION
PROJECT NO. SOS-2700 (1)

Existing Facility:

Roadway --- Two 11-foot bituminous surfaced travel lanes with 2-foot gravel shoulders.
Structure --- Mill Cr. Br. (MP 3.1); Hwy. over Waterway; Log stringer with timber bents on conc. footings; L 105'; HC 20'.

Adjacnet Sections:

N. End --- Jct. with FAS A546 in Buell.
S. End --- BLM Park Roads.

Project Data: The work consists of the following:

1) Preliminary engineering all phases including utility preparatory work and archeological salvage.

2) Acquisition of right-of-way all phases.

3) High-type pave (24 feet) over existing roadway providing two 10-foot travel lanes with 4-foot (2' paved) shoulders and construct, on improved alignment, a reinforced concrete bridge approx. 105 feet long with a horizontal clearance of 28 feet, adjustment of utilities as required and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical:

None involved.

Recreational Areas:

County park at North end of Mill Cr. Bridge and a BLM park at South end of bridge.

FHPM 7-7-2 Requirements:

Major Action nonsignificant project requiring a Negat
and 4(f) statement concurred in by FHWA on July 26, 1

FHPM 4-1-4 Requirements:

State Clearinghouse and District 3 Clearinghouse A-95
letters dated September 5, 1978 and September 6, 1978

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan, Federal Regula
Statutes.

Accommodation of Utilities:

State-County agreement will be executed in complianc
Road Plan.

Maintenance:

State-County agreement will be executed in complianc
Title 23, U.S.C.

Data for PR 37:

Preliminary Engineering	
a) Field Work ----------------------	$10,000
b) Archeological Salvage -----------	500
c) PS&E Preparation ----------------	7,000
Type Code 6201 ---------------------	120,700
Type Code X021 ---------------------	110,000

NOTE:

1) This project is in Congressional District No. 1.

2) No relocation assistance involved.

K SECTION
00 (1)

11-foot bituminous surfaced travel lanes with oot gravel shoulders.
ill Cr. Br. (MP 3.1); Hwy. over Waterway; Log tringer with timber bents on conc. footings; 105'; HC 20'.

with FAS A546 in Buell.
Park Roads.

work consists of the following:

engineering all phases including utility work and archeological salvage.

of right-of-way all phases.

ve (24 feet) over existing roadway providing travel lanes with 4-foot (2' paved) shoulders t, on improved alignment, a reinforced concrete ox. 105 feet long with a horizontal clearance of justment of utilities as required and incidental to this type of project.

rports, Railroads, Water Developments, Historical:

s:

North end of Mill Cr. Bridge and a BLM park at ridge.

FHPM 7-7-2 Requirements:

Major Action nonsignificant project requiring a Negative Declaration and 4(f) statement concurred in by FHWA on July 26, 1978.

FHPM 4-1-4 Requirements:

State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated September 5, 1978 and September 6, 1978 respectively.

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan, Federal Regulations and Statutes.

Accommodation of Utilities:

State-County agreement will be executed in compliance with Secondary Road Plan.

Maintenance:

State-County agreement will be executed in compliance with Section 116, Title 23, U.S.C.

Data for PR 37:

Preliminary Engineering	
a) Field Work ------------------------	$10,000
b) Archeological Salvage ------------	500
c) PS&E Preparation -----------------	7,000
Type Code 6201 ----------------------	120,700
Type Code X021 ----------------------	110,000

NOTE:

1) This project is in Congressional District No. 1.

2) No relocation assistance involved.

9226

L.

October 6, 1978

Polk County
Board of Commissioners
Courthouse
Dallas, OR 97338

MISC. CONTRACTS and
AGREEMENTS No. 6716

Attention: Allene Kettleson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Buell-Mill Creek Park Section of Mill Creek Road in Polk County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

9326

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Buell-Mill Creek Park POLK

DATE: September 5, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified [illegible]

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

9-13-78 copies sent to:
G. L. Green
✓H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson, Region 2
R. A. Kuehn, Dist. 3
Paul Burket, Aeronautics
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
SEP 13 '78
~~BEN GIFFORD~~
REFER TO
FOR
Info

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
[illegible]

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7808 2 270 Due Date: SEP 1 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7808 2 270 Due Date: SEP 1 1978

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( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

See attached comments.

Agency Fish & Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 8/28

PNRS 7808-2-270

The Oregon Department of Fish and Wildlife has no objection to the Mill Creek Bridge replacement in Polk County, providing the following conditions are observed during construction:

1. Equipment operation within the actively flowing stream be confined to the period of June 15 through September 15.
2. Adequate measures be taken to minimize turbidities which could result from construction.
3. No pollutants of any type, especially but not limited to petroleum products, fresh concrete and silt, be allowed to enter the waterway.
4. Disturbed soils be stabilized and revegetated.
5. All project debris be removed from the stream.
6. Please coordinate the planning and implementation of this project with our district fishery biologist, John Haxton (McMinnville 472-8444) and wildlife biologist, Jim Heintz (Salem 378-6925).

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
AUG 8 1978
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-373

PNRS STATE REVIEW

Project #: ____________________ Due Date: ________________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ________________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
AND DE
AUG 8 [illegible]
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By ____________

.7808 -2 270

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the County of Polk's comprehensive plan and efforts to update the plan (i.e. the Polk's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #12 (Transportation)

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

DB
8/18/78

(#2) 9226

L.

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 31, 1978

TO Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council of Governments
200 Senator Bldg.
220 High St. NE.
Salem, OR 97301

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Buell-Mill Creek Park, Polk Co.
Highway: Mill Creek Rd.
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 31, 1978.

BLG:dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2 : C. O. Fredrickson
District 3 : R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
[illegible]
REFER TO
[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Buell-Mill Creek Park, Polk Co.

11 12] PROJECT LOCATION—CITY: Mill Creek Rd. | PROJECT LOCATION—COUNTY: Polk | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposal is to widen the existing travel lanes from eleven to twelve feet and

06 12] re-establish the two foot gravel shoulders. Mill Creek Bridge would be reconstr- [71

07 12] ucted on an improved alignment to improve highway safety. No detour would be [71

08 12] required. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
215,000			35,000		250,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: July 31, 1978

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: August | 43] DAY [44: 31 | 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 31, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Major NonSignificant environmental impact under Oregon's Action Plan.

505-2700(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

	Date July 19, 1978
Section Buell-Mill Creek Park	Unit (if appl)
County Polk County OS	City
Highway Mill Creek Road 2036	State Hwy. No. Off-System
Termini: M.P.(if appl) M.P. 0.0 - 3.3	Length 3.3 miles
Region 2	Construction Estimate $250,000 Program Amount

B. Purpose of Project:

The proposed project is to widen and overlay the travel lanes of the existing road and to replace the Mill Creek Bridge at milepoint 3.1. Highway safety would be improved and maintenance costs would be minimized.

C. Origin & History of Project:

The project is being advanced by administrative action of Polk County. A Federal Aide Project Request for an off-system road, dated December 30, 1977 and a Request for Authority to Survey, dated February 14, 1978, has been forwarded for processing.

D. General Description of Project:

The proposal is to widen the existing travel lanes from eleven to twelve feet and re-establish the two foot gravel shoulders. Mill Creek Bridge would be reconstructed on an improved alignment to improve highway safety. No detour would be required.

Alignment: New ______ Existing ______ Combined XX

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 100 ; Projected ADT Not determined; Yr. 1998

Existing Level of Service C

Proposed Facility: Projected ADT 100 ; Yr. 1980

Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels to be determin
Yes, No

Acres to be determined ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

No borrow or waste disposal sites would be required. Commercial sources are available to supply surfacing material.

Type of Structure(s):

Existing structure: untreated log stringers supported by timber bents on concrete footings.

Proposed: reinforced concrete structure.

Brief Description of River or Stream and Type of Involvement, if any:

Mill Creek, a tributary of the Yamhill River, extends to the south and west of its confluence with the Yamhill, approximately two miles easterly of the community of Willamina and drains approximately 55 square miles of farm and forest lands on the easterly slopes of the coastal range. Some instream work may be required.

Local City, County or COG priorities of project:

This project has been selected as Polk County's highest priority for an off-system project.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Location Alternatives would be confined to minor realignment at the bridge site. Constructing the new bridge adjacent to either the upstream or downstream sides of the existing bridge or stage construction to maintain traffic flow will be considered.

Other Descriptive Information or Comments:

In accordance with Section 2, subsection 1(e), of ORS 366.514, a bikeway is not being considered as part of this proposal.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Within the project limits, the terrain changes from the relatively flat alluvium terraces of the southerly Yamhill River valley to a narrow steep sided drainageway extending into the coastal range foothills. Vegetation changes from open farmland lying above the stream channel at the north end of the project to a riparian growth of big leaf maples, red alder, and black cottonwood, with an intermix of oak and douglas fir occurring in the drier soils above the stream channel of the southerly end.

Mill Creek is a valuable recreational resource and has a value as a fishery resource. However, its value for sport fishing has not been determined.

Slope failure adjacent to the westerly side of the highway at milepoint 2.8± indicates an area of unstable soils.

2. Cultural:

Generally, the highway follows the easterly edge of a relatively flat terrace lying above a deeply incised creek channel. At the lower end of the Mill Creek valley, the highway divides the farming areas on the west from the more natural areas of the stream channel. As the valley narrows to the south, farm fields diminish in size and farm homes and home sites become more apparent. Several meanders of the Mill Creek channel provide room for home sites on the easterly side of the highway between the right of way and the stream bank. Mill Creek Park, a county park, is adjacent to the easterly highway right of way at the southerly end of the project. Buell County Park lies between the highway and Mill Creek near the northerly end. Mill Creek Recreational Area, a Bureau of Land Management Park, adjoins both sides of the highway immediately south of Mill Creek Bridge. The county's jurisdiction of the highway ends at the recreational area boundary.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right of way may require land from the southerly end of the Mill Creek County Park. It is not anticipated that the required right of way would significantly affect the park.

2. Estimated Impact on Traffic Patterns:

No changes in traffic volumes or patterns are anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

The proposal would have no impact on noise or air quality. Highway safety would be improved.

3. Estimated Impact on Land Use:

No changes in land use are anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Bridge construction would require some instream work and the removal of a small amount of stream side vegetation - a temporary impact.

Consequences:

Not significant. Bridge construction will be coordinated with the Department of Fish and Wildlife to minimize harm.

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

There will be a small wetlands taking.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

A noise study report will be required.

c. Water Quality Standards

c. Area Land Use and Transportation Plans, and Zoning

The proposed project would be consistent with the above plans and standards as the existing and projected traffic volumes are too low to have any significant impacts.

C. Recommended Type of Action and Documentation:

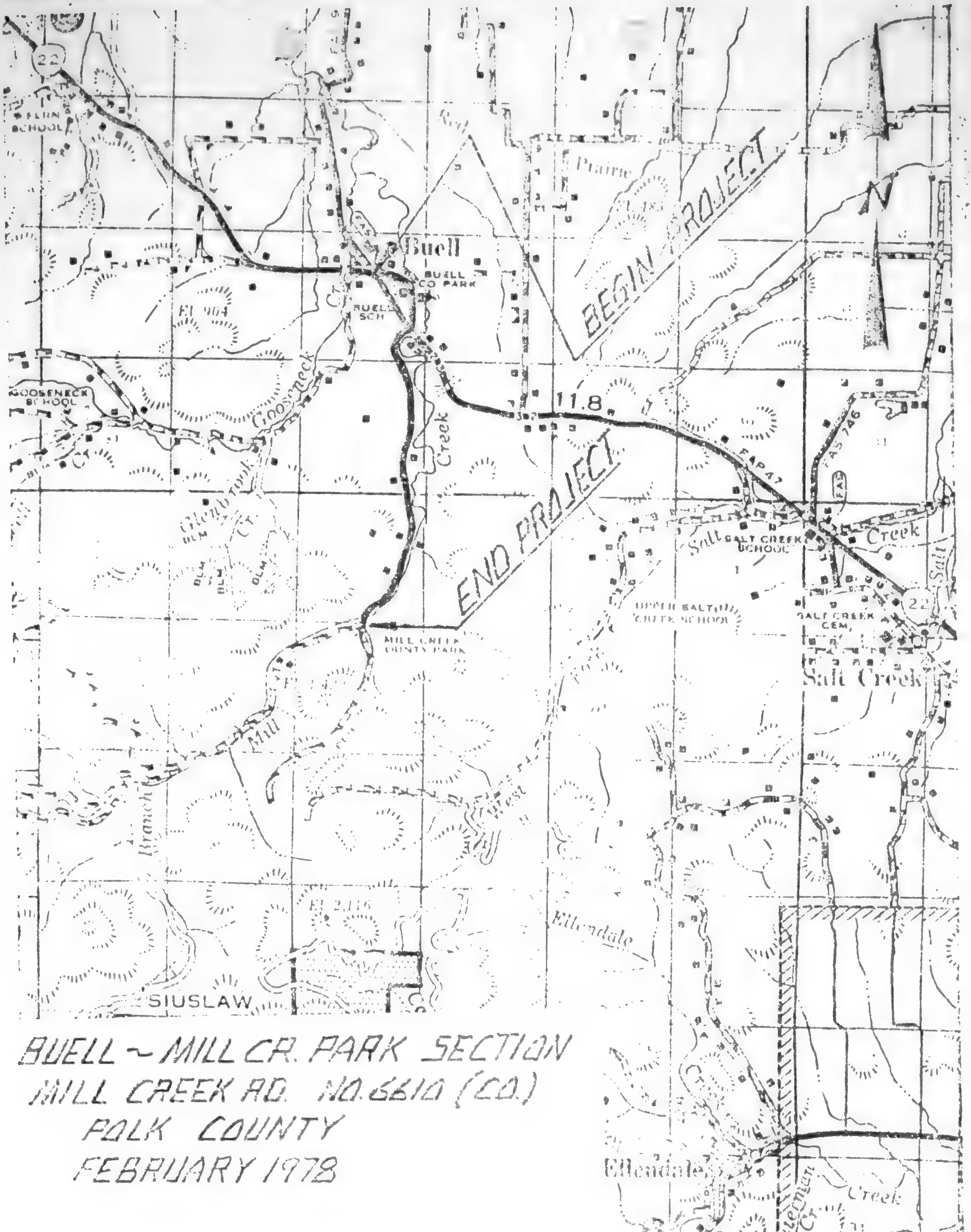
XX
-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	XX D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	XX Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The possible use of park land for highway construction would require the processing of a draft and final negative declaration and a section 4(f) statement.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


22
FERN SCHOOL
Prairie
BEGIN PROJECT
N
Buell
BUELL CO PARK
BUELL SCH
EL 904
GOOSENECK SCHOOL
Gooseneck
Creek
11.8
FAP 47
AS 746
END PROJECT
Salt Creek
SALT CREEK SCHOOL
UPPER SALT CREEK SCHOOL
SALT CREEK CEM
22
Salt Creek
MILL CREEK COUNTY PARK
Mill
Branch
West
EL 2,116
Ellendale
SIUSLAW
Ellendale
Creek
EL 718

BUELL ~ MILL CR. PARK SECTION
MILL CREEK RD. NO. 6610 (CO.)
POLK COUNTY
FEBRUARY 1978

9226

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 26, 1978

In reply refer to: HFO.2-OR

SUBJECT: Oregon Project SOS-2700(-)
Buell-Mill Creek Park
Mill Creek Road 2036
Polk County OS

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's July 19, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration, and a Section 4(f) Statement.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgt)
OSHD (Reg 2, Env)

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
C. O. Fredrickson
R. E. Kuehn
Eddie Welsh
William Fretwell
Gerald Wimer
B. L. Gifford (2)

M

SOS-2700(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 19, 1978

Section Buell-Mill Creek Park

Unit (if appl)

County Polk County OS

City

Highway Mill Creek Road 2036

State Hwy. No. Off-System

Termini: M.P.(if appl) M.P. 0.0 - 3.3

Length 3.3 miles

Region 2

Construction Estimate $250,000
Program Amount

B. Purpose of Project:

The proposed project is to widen and overlay the travel lanes of the existing road and to replace the Mill Creek Bridge at milepoint 3.1. Highway safety would be improved and maintenance costs would be minimized.

C. Origin & History of Project:

The project is being advanced by administrative action of Polk County. A Federal Aide Project Request for an off-system road, dated December 30, 1977 and a Request for Authority to Survey, dated February 14, 1978, has been forwarded for processing.

D. General Description of Project:

The proposal is to widen the existing travel lanes from eleven to twelve feet and re-establish the two foot gravel shoulders. Mill Creek Bridge would be reconstructed on an improved alignment to improve highway safety. No detour would be required.

Alignment: New ______ Existing ______ Combined XX

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 100 ; Projected ADT Not determined ; Yr. 1998

Existing Level of Service C

Proposed Facility: Projected ADT 100 ; Yr. 1980

Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels to be determined
Yes, No

Acres to be determined ; Type of Relocation Req. None ; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

No borrow or waste disposal sites would be required. Commercial sources are available to supply surfacing material.

Type of Structure(s):

Existing structure: untreated log stringers supported by timber bents on concrete footings.

Proposed: reinforced concrete structure.

Brief Description of River or Steam and Type of Involvement, if any:

Mill Creek, a tributary of the Yamhill River, extends to the south and west of its confluence with the Yamhill, approximately two miles easterly of the community of Willamina and drains approximately 55 square mile of farm and forest lands on the easterly slopes of the coastal range. Some instream work may be required.

Local City, County or COG priorities of project:

This project has been selected as Polk County's highest priority for an off-system project.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Location Alternatives would be confined to minor realignment at the bridge site. Constructing the new bridge adjacent to either the upstream or downstream sides of the existing bridge or stage construction to maintain traffic flow will be considered.

Other Descriptive Information or Comments:

In accordance with Section 2, subsection 1(e), of ORS 366.514, a bikeway is not being considered as part of this proposal.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Within the project limits, the terrain changes from the relatively flat alluvium terraces of the southerly Yamhill River valley to a narrow steep sided drainageway extending into the coastal range foothills. Vegetation changes from open farmland lying above the stream channel at the north end of the project to a riparian growth of big leaf maples, red alder, and black cottonwood, with an intermix of oak and douglas fir occurring in the drier soils above the stream channel of the southerly end.

Mill Creek is a valuable recreational resource and has a value as a fishery resource. However, its value for sport fishing has not been determined.

Slope failure adjacent to the westerly side of the highway at milepoint 2.8± indicates an area of unstable soils.

2. Cultural:

Generally, the highway follows the easterly edge of a relatively flat terrace lying above a deeply incised creek channel. At the lower end of the Mill Creek valley, the highway divides the farming areas on the west from the more natural areas of the stream channel. As the valley narrows to the south, farm fields diminish in size and farm homes and home sites become more apparent. Several meanders of the Mill Creek channel provide room for home sites on the easterly side of the highway between the right of way and the stream bank. Mill Creek Park, a county park, is adjacent to the easterly highway right of way at the southerly end of the project. Buell County Park lies between the highway and Mill Creek near the northerly end. Mill Creek Recreational Area, a Bureau of Land Management Park, adjoins both sides of the highway immediately south of Mill Creek Bridge. The county's jurisdiction of the highway ends at the recreational area boundary.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right of way may require land from the southerly end of the Mill Creek County Park. It is not anticipated that the required right of way would significantly affect the park.

2. Estimated Impact on Traffic Patterns:

No changes in traffic volumes or patterns are anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

The proposal would have no impact on noise or air quality. Highway safety would be improved.

3. Estimated Impact on Land Use:

No changes in land use are anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Bridge construction would require some instream work and the removal of a small amount of stream side vegetation - a temporary impact.

Consequences:

Not significant. Bridge construction will be coordinated with the Department of Fish and Wildlife to minimize harm.

5. Expected Impact on Cultural and Scenic Resources:

None anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

There will be a small wetlands taking.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

A noise study report will be required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The proposed project would be consistent with the above plans and standards as the existing and projected traffic volumes are too low to have any significant impacts.

C. Recommended Type of Action and Documentation:

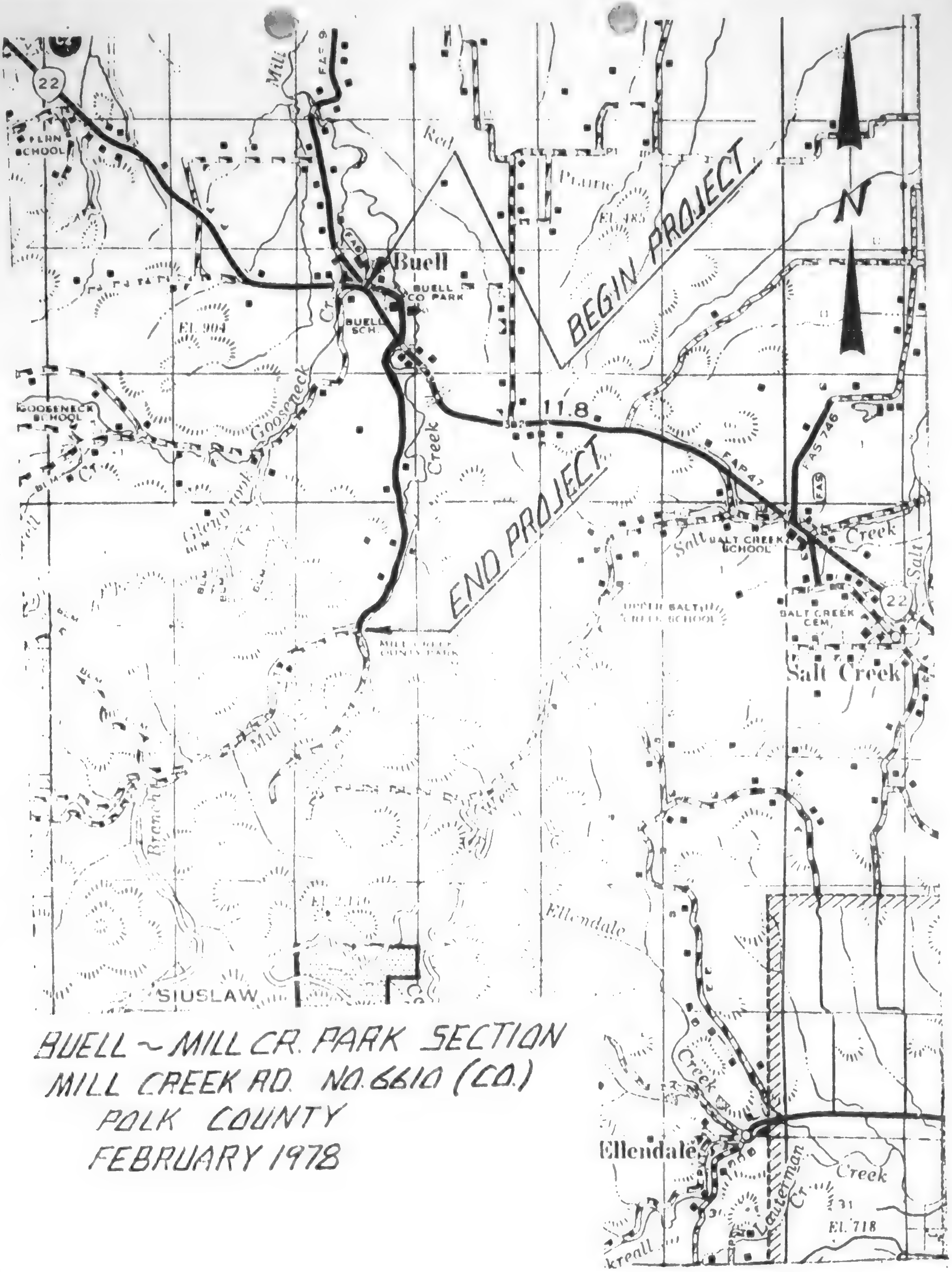
XX
-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	xx D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	XX Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The possible use of park land for highway construction would require the processing of a draft and final negative declaration and a section 4(f) statement.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


22
FERN SCHOOL
Mill
FAS 9
Red
Prairie
EL 485
BEGIN PROJECT
N
Buell
BUELL CO PARK
BUELL SCH.
Cr.
EL 904
GOOSENECK SCHOOL
Gooseneck
Creek
11.8
END PROJECT
FAP 47
FAS 746
FAS
Salt Creek
SALT CREEK SCHOOL
UPPER SALT CREEK SCHOOL
SALT CREEK CEM.
22
Salt Creek
Salt
MILL CREEK COUNTY PARK
Mill
Branch
EL 716
SIUSLAW
Ellendale
Creek
Ellendale
Lauterman Cr.
Creek
EL 718
kreall

BUELL ~ MILL CR. PARK SECTION
MILL CREEK RD. NO. 6610 (CO.)
POLK COUNTY
FEBRUARY 1978

[illegible]

L

bc:
R.A. Burco
F.B. Klaboe
C.W. Head
E.S. Hunter
D.H. Moehring
R.N. Bothman
George Bell
V.E. Skoog
J.H. Versteeg
E.L. Hardt
C.O. Fredrickson
A. Shirley, Jr.
Dale Allen
D.N. Harwell

July 6, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer OFF-SYSTEM Roads Projects

On the consent calendar for the July 18, 1978 meeting will be requests for approval of five SOS-R projects.

The City of Sutherlin has requested that their project be increased from $75,000 to approximately $350,000. This will extend the work on Umatilla Street, and will include some work on N.E. 4th Avenue. The City has the necessary additional funding.

Jefferson County is requesting a grading and paving project for $250,000 on the Madras/Prineville Highway-Grizzly Road Section on the Metolius-Grizzly Road. The project is approximately 3 miles long.

Polk County's request is for a paving and structure project on the Buell-Mill Creek Park Section on Mill Creek Road for $250,000. The project will be apprximately 3.3 miles long.

The project requested by Yamhill County is for a bridge over the N. Yamhill River on the Oak Ridge Road. The amount of approximately $143,600 has been set up for the project. This amount will be supplemented in the future up to $250,000 when funds become available.

Special Road District #6 in Deschutes County is requesting a bridge over the Deschutes River in Deschutes River Homesites in the LaPine Recreation area. The structure is estimated to cost $75,000.

The Federal funds required for these projects is estimated to be $682,600 and the matching funds by the local governmental enities is $386,000.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

SUMMARY
PROPOSED SOS-R PROJECTS

Jurisdiction	Section	Total Cost	Federal Funds	Local Share
GROUP II				
City of Sutherlin	Central Ave.-6th Ave., on Umatilla St. and Umpqua St. to Mar Donna Way on NE 4th Ave. Grade, curb and pave	$350,000	$64,500	$285,500
GROUP III				
Jefferson County	Madras/Prineville Hwy. Grizzly Road Section on Metolius Grizzly Road Gr., Sur., & oil 3 miles	$250,000	$215,000	$35,000
Polk County	Buell-Mill Creek Park Section on Mill Creek Road Pave and structure 3.3 miles	$250,000	$215,000	$35,000
Yamhill County	N. Yamhill R. (Oak Ridge Rd.) Bridge Structure	$143,600	$123,600	$20,000
Special Road District #6 Deschutes County	Deschutes River Bridge Deschutes River Homesites Structure	$75,000	$64,500	$10,500

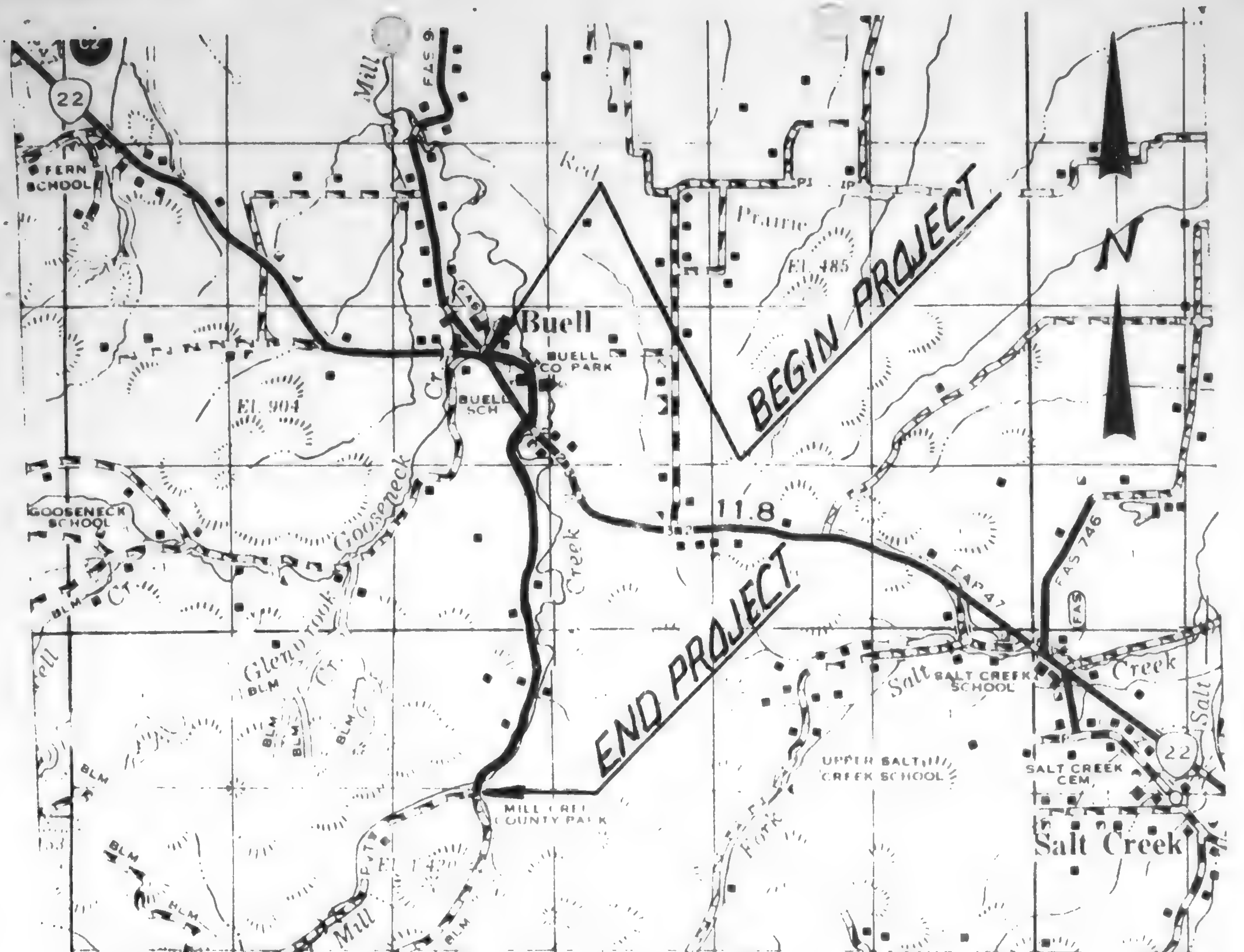
POLK COUNTY
Proposed SOS Project

Buell-Mill Creek Park Section
Mill Creek Road
Pave and Structure
3.1 miles
$250,000

Pave over existing roadway with two 10' travel lanes and surface 4' shoulders, 2' being paved and 2' being gravel. Construct reinforced concrete bridge approximately 105' long with a 28' roadway.

State will acquire right-of-way for County and perform the engineering.

County will be responsible for public hearing.


22
FAS 9
Mill
Red
Prairie
EL 485
FERN SCHOOL
Buell
BUELL CO PARK
BUELL SCH
EL 904
BEGIN PROJECT
N
GOOSENECK SCHOOL
Gooseneck
Cr
Creek
11.8
END PROJECT
FAP 47
FAS 746
BLM
Glenbrook
Salt
SALT CREEK SCHOOL
Creek
UPPER SALT CREEK SCHOOL
SALT CREEK CEM
Salt Creek
MILL CREEK COUNTY PARK
Mill
Branch
West Fork
Ellendale
SIUSLAW
Creek
Ellendale
Lauterman Cr
Creek
EL 718
Rickreall

BUELL ~ MILL CR. PARK SECTION
MILL CREEK RD. NO. 6610 (CO.)
POLK COUNTY
FEBRUARY 1978

9226

LOCATION PROSPECTUS

Buell-Mill Cr. Park Section
Mill Creek Road #6610 (Co.)
Polk County

February 14, 1978

Highway: Polk County Road No. 6610, (Off-System).

Termini: The northerly terminus is M.P. 0.0 which point is the intersection of Co. Rd. 6610 with Co. FAS A546. The southerly end of the survey is M.P. 3.3 which point is just South of the Mill Creek Bridge at the BLM Park. This is the end of the county road.

Length: 3.3 miles.

Narrative: Purpose of the survey is to prepare plans, specifications and cost estimate for pavement overlay and bridge replacement project. Overlay of the existing pavement would include minor widening to increase the paved width from 22 feet to 24 feet. Bridge may be constructed on a slight realignment to reduce curvature at ends. County portion of Mill Co. Rd. ends at the South end of the bridge.

Soils investigation will be required for surfacing design, bridge foundation. One small area may need investigation for slide potential, M.P. 2.8±. No special drainage problems are apparent.

No airports will be affected.

This is a Federal Aid Off-System Project requested by Polk County.

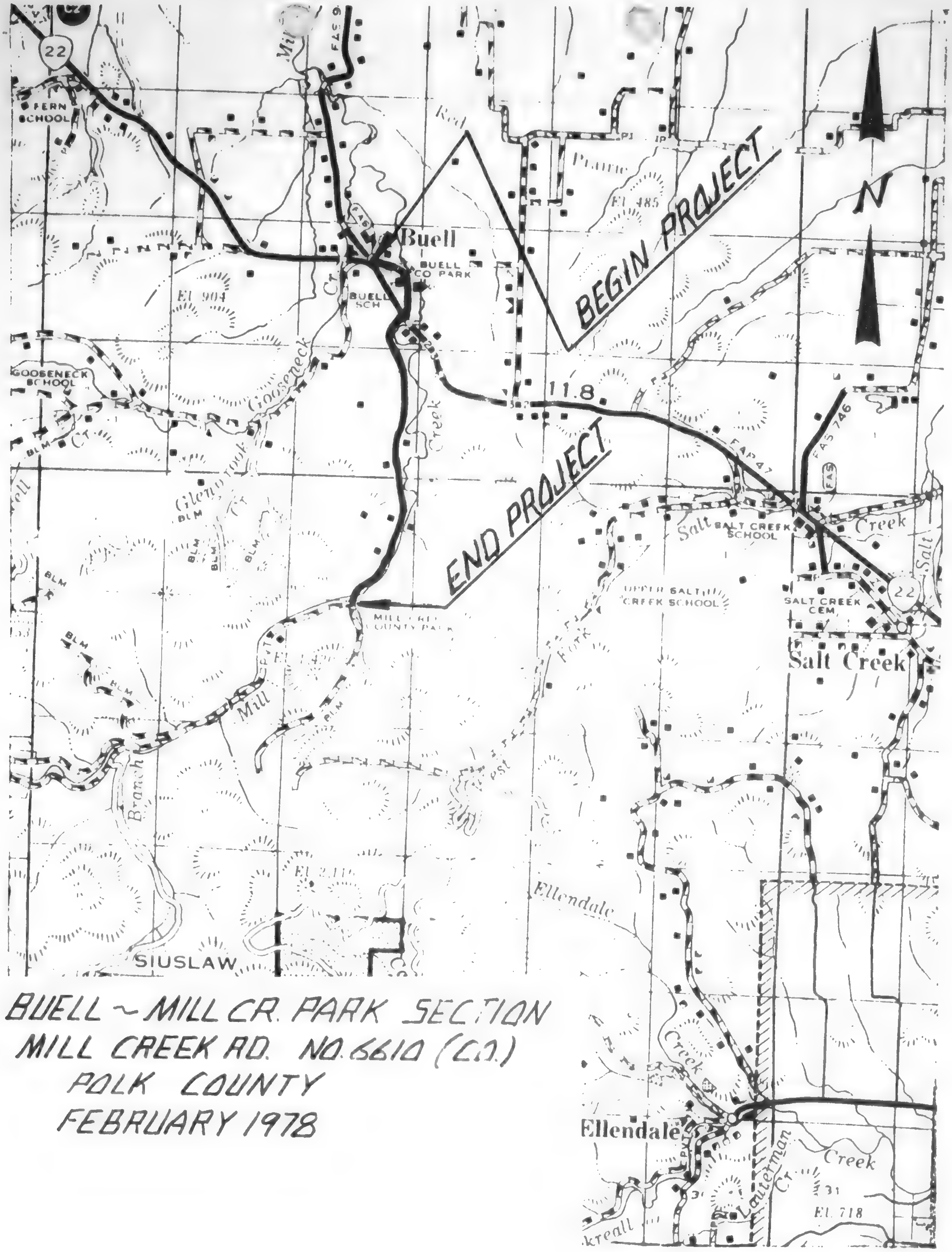
Characteristics:
Present average daily traffic is 100 or less vehicles per day. Project will utilize the existing horizontal and vertical alignment except at the immediate bridge vicinity.

Standards: No deviation from standards as set forth in"Geometric Design Guide for Local Roads and Streets." AASHO 1970, is anticipated. County Project Request states a design speed of 55 mph however there may be a few curves which will not meet that design speed.

Typical Section:
Existing: 2-11 foot travel lanes (paved) with 2 foot aggregate shoulders.

Proposed: 2-12 foot travel lanes with 2 foot shoulders, paved width 24 feet.

Bridge:	Existing bridge has log stringers on timber bents with concrete footings. To be replaced with a new structure on revised alignment. New structure width to be 28 feet. Approximate length 105 feet.
Access:	No change anticipated; County jurisidiction.
Surfacing:	To be determined during the survey.
Material:	Surfacing materials will probably come from commercial sources in McMinnville or Salem although there is a small aggregate plant at the North end of the project at Buell.
Additional Facilities:	Telephone (buried) and power lines are generally along the westerly side of the project. Some utilities may require adjustment at the bridge site. No special problems are anticipated.
Agreements:	Agreement with Polk County will be required. Polk County will be responsible for the Citizen Involvement, Environmental and Public Hearing aspects of the project. The State will do the preliminary and construction engineering.
Right of Way:	Additional R/W will be required at the bridge site. State will negotiate.
Parks:	There is a county park at the North end of the bridge and a BLM park at the South end. The additional R/W required may come from the County portion of the area.


BEGIN PROJECT
END PROJECT
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11.8
22
FERN SCHOOL
Buell
BUELL CO PARK
BUELL SCH
EL 904
EL 485
GOOSENECK SCHOOL
Gooseneck
Glenbrook
BLM
Mill
Creek
Branch
MILL CR. COUNTY PARK
SIUSLAW
EL 2,116
Ellendale
FAS 746
SALT CREEK SCHOOL
UPPER SALT CREEK SCHOOL
SALT CREEK CEM.
Salt Creek
Lauterman Cr.
EL 718
Rickreall

BUELL ~ MILL CR. PARK SECTION
MILL CREEK RD. NO. 6610 (CO.)
POLK COUNTY
FEBRUARY 1978

9236

FEDERAL AID PROJECT REQUEST

Date December 30, 1977

Applicant Agency Polk County
Request for: Off-System X , FAS-C____, FAUS____ Project
Federal Aid Route No. ------ Route Name Mill Creek Road #6610
Project Name Mill Creek Bridge replacement and Mill Creek Road Paving.

Project Length 105' structure & 3.3 miles pavement Project Location (Attach sketch map)
Project Description
Replace existing log bridge with concrete structure and overlay 3.3 miles of existing road with 2" asphalt concrete pavement.

Average Daily Traffic less than 100 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26' Travel Lanes 2-11' Shoulders 2'
Medians ------ Parking
Sidewalks -------
Remarks ------------

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2-12' Shoulders ~~2~~ 2@2'
Medians ------ Parking -----
Curbed ------- Length Curb Radii ------
Sidewalk/Bikeway -----
Remarks Slight re-alignment desired to eliminate sharp curves at bridge ends.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum________ Maximum________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No X

3. Will additional right-of-way be needed? Yes X No________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No________
Remarks State to handle acquisition.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. **Proposed Signalization:**

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant?

4. **Permanent Striping:**

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Mill Creek crossing, mile post #3.1

Type Log stringer with timber bents on concrete footings.

Approach Roadway Width 22' Shoulder Width 4'

Length 105' Width 20'

To remain in place? No, be replaced with new structure.

2. Proposed Structure:

Location Same as existing.

Approximate Size: Length 105' Width 28'

Are sidewalk/bikeways desired? NO

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — County Surveyor, C. Ralph Blanchard
   Office
2. Environmental — County Surveyor, C. Ralph Blanchard
   Office
3. Public Hearing — County Surveyor, C. Ralph Blanchard
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 110,000.00
Right-of-way costs (if participating)	2,000.00
Traffic control	---------
Illumination	---------
Structures	107,800.00
Railroad	---------
Other________	---------
Preliminary engineering	5,000.00
PROJECT TOTAL	$ 224,800.00

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

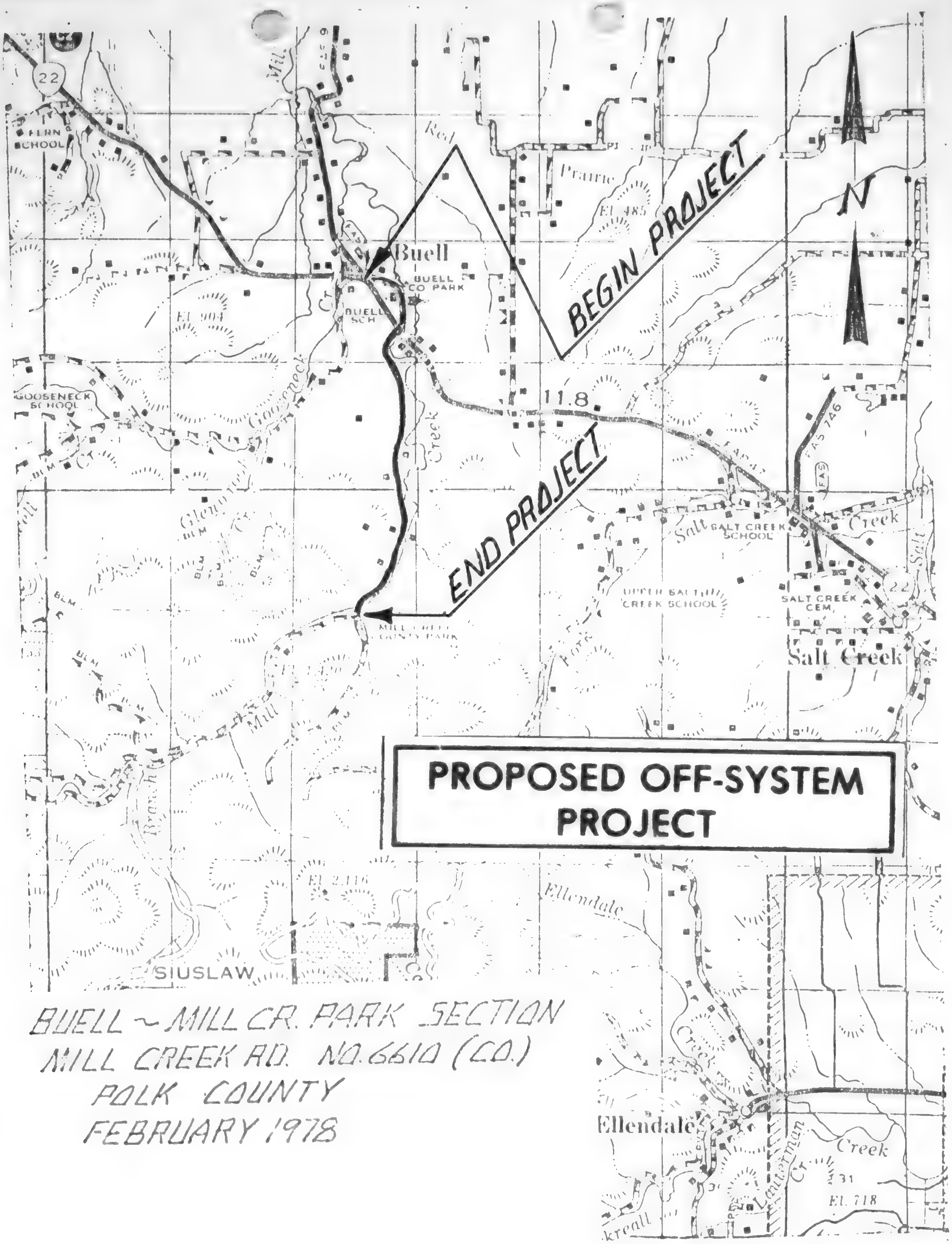
CITY OF ________ and/or ________ COUNTY

By________ By

By________ By

By

(1976)


BEGIN PROJECT
END PROJECT
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PROPOSED OFF-SYSTEM PROJECT
22
FERN SCHOOL
Buell
BUELL CO PARK
BUELL SCH
GOOSENECK SCHOOL
Gooseneck
Glenn
Mill
Red Prairie
EL 485
EL 904
11.8
Creek
MILL CREEK COUNTY PARK
Salt Creek
SALT CREEK SCHOOL
UPPER SALT CREEK SCHOOL
SALT CREEK CEM.
Salt Creek
Branch
EL 2,116
Ellendale
SIUSLAW
Ellendale
Lanterman Cr.
Creek
EL 718
BLM

BUELL ~ MILL CR. PARK SECTION
MILL CREEK RD. NO. 6610 (CO.)
POLK COUNTY
FEBRUARY 1978

1980 Cedar Hills Blvd. Intchg.- 9227
Sylvan Intchg. Sec. of the Sunset
Hwy. (Gr., pav., barriers, ill.)

9227

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

7-17-85

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 10/29/80
TO 1/11/85

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
F-IX-HES-27-2(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	$454,839.15	$454,380.69	85%	$386,223.59	$386,223.59	$ 0.00
141	452,807.51	452,228.85	90%	407,005.97	407,005.97	0.00
010	688,615.39	685,987.16	.8815	604,697.68	604,697.68	0.00
	$1,596,262.05	$1,592,596.70	-----	$1,397,927.24	$1,397,927.24	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	7/17/85	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CEDAR HILLS BLVD. INT. - SYLVAN INT. SECTION **SUNSET HIGHWAY** **WASHINGTON COUNTY**					
	Construction Type Code 6201 Roadway (Sta. 3125+00 thru EQ Sta. 3283+29.98 = Sta. 175+71.89 to 149+50)					
	Final Contract Payment Summary	Lump Sum			$1,017,533.05	
	823 $409,051.63					
	010 $608,481.42					
SFO #1	Permanent and Temporary Pavement Striping (State) (823)	All Required			10,139.83	
	Total Participating Type Code 6201				$1,027,672.88	
	Type Code SFTY Safety (Sta. 3125+00 to Sta. 149+50)					
	Final Contract Payment Summary (141)	Lump Sum			$404,035.61	
SFO #2	Repair Existing Illumination (141)	All Required			3,489.91	
	Total Participating Type Code SFTY				407,525.52	
	Total Participating Construction Cost				$1,435,198.40	
	AMOUNT CARRIED FORWARD					

FORM PR-20B (REV. 9-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE: Oregon

COUNTY: Marion

NUMBER:

SECTION:

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Construction Engineering					
	State	All Required			157,398.30	
	823 $45,329.06					
	141 $44,703.33					
	010 $67,365.91					
	Total Participating Project Cost				$1,592,596.70	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			24.26	
	823 $5.34					
	141 $6.79					
	010 $12.13					
SFO #1	Permanent and Temporary Pavement Striping (State) (823)	All Req.			1,591.08	
	Construction Engineering	All Required			2,050.01	
	823 $453.12					
	141 $571.87					
	010 $1,025.02					
	Total Non Participating Project Cost				3,665.35	
	Total Project Cost				$1,596,262.05	
	Prepared based on participating cost as shown on the Federal billing as of 6/22/85.					

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	AMOUNT CARRIED FORWARD.......					

FORM PR-20B (REV. 5-66)

GPO 907-844

USCOMM-DC 27329-P66

6-85

9227

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 176

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	034 1046	941	00	N 9			24.84	81	84
	034 1046	944	00	P 1			1,139.26	31	24
	034 1046	944	00	P 2			250.08	81	84
	034 1046	944	00	P 3			1,194.83	21	24
	034 1046	944	00	N 9			194.51	21	24
	034 1046	945	00	P 1			166.43	81	84
	034 1046	945	00	P 2			36.57	21	24
	034 1046	945	00	P 3			174.55	81	24
	034 1046	945	00	N 9			28.42	81	24
	034 1046	946	00	P 1			2,848.84	81	24
	034 1046	946	00	P 2			603.41	81	84
	034 1046	946	00	P 3			2 782.93	81	84
	034 1046	946	00	N 9			469.72	81	24
	034 1046	948	00	P 1			18[illegible] 47	81	84
	034 1046	948	00	P 2			40 49	82	84
	034 1046	948	00	P 3			193.47	81	24
	034 1046	948	00	N 9			31 49	82	84
	034 1046	950	00	P 1			2,052.87	81	84
	034 1046	950	00	P 2			450.63	81	84
	034 1046	950	00	P 3			2,153 00	81	84
	034 1046	950	00	N 9			350 49	81	84
	034 1046	985	00	P 1			39.18	81	24
	034 1046	985	00	P 2			8 60	81	84
	034 1046	985	00	P 3			41 09	21	24
	034 1046	985	00	N 9			6.68	81	82
		TOT		P1			334,301 59		
		TOT		P2			69,020 48		
		TOT		P3			349,004 17		
		TOT		N1			1,585 06		
		TOT		N2			893 25		
		TOT		N3			1,668.42		
		TOT		N9			54,561.09		
		** JOB TOTALS **			**	**	811,037 06 **		

CEDAR HILLS BLVD INT-SYLVAN CONT NO 9227 * FA PROJ NOS X1 2702006 29 HES 2702006 29 F 2702006 42 STATE

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	034 1047	201	00	P 1		7,326.00CR	409,051.6[illegible]	81	85
	034 1047	201	00	P 2		9,324.00CR	404,[illegible]5 61	81	85
	034 1047	201	00	P 3		16,650 00CR	608,481 4[illegible]	81	85
	034 1047	203	00	P 1		7,326 00		81	85
	034 1047	203	00	P 2		9,324 00		81	85
	034 1047	203	00	P 3		16,650.00		81	85
	034 1047	206	00	N 1			5.74	[illegible]	[illegible]
	034 1047	206	00	N 2			6.[illegible]9	[illegible]	[illegible]
	034 1047	206	00	N 3			12.13	[illegible]	[illegible]
	034 1047	208	00	N 1			13.13CR	[illegible]	[illegible]
	034 1047	208	00	N 2			16.[illegible]1CR	[illegible]	[illegible]
	034 1047	208	00	N 3			29 84CR	[illegible]	[illegible]
	034 1047	270	01	P 1		255.15CR		81	85

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	034	1047	270	01	P 3		255.15	10,139.83	81	85
	034	1047	270	01	N 1		1,335.31CR		81	85
	034	1047	270	01	N 3		1,335.31	1,591.08	81	85
	034	1047	270	02	P 1		.84		81	85
	034	1047	270	02	P 2		221.42	3,489.91	81	85
	034	1047	270	02	P 3		222.26CR		81	85
	034	1047	296	00	N 9		9,222.15	1,388,992.42CR	81	85
	034	1047	298	00	N 9		9,222.15CR	1,388,992.42	81	85
	034	1047	900	00	P 1		9,887.41	41,162.01	81	85
	034	1047	900	00	P 2		1,020.37	39,726.34	81	85
	034	1047	900	00	P 3		10,915.58CR	58,475.65	80	85
	034	1047	900	00	N 1		15.56	445.22	81	85
	034	1047	900	00	N 2		14.84	561.82	81	85
	034	1047	900	00	N 3		3.90	1,007.07	81	85
	034	1047	900	00	N 5		11.66CR		81	85
	034	1047	900	00	N 6		14.84CR		81	85
	034	1047	920	00	P 1			58.30	81	83
	034	1047	920	00	P 2			74.20	81	83
	034	1047	920	00	P 3			132.50	81	83
	034	1047	928	00	N 1		1.95	13.13	81	85
	034	1047	928	00	N 2		2.66	16.71	81	85
	034	1047	928	00	N 3		.02	29.84	81	85
	034	1047	928	00	N 5		2.04CR		81	85
	034	1047	928	00	N 6		2.59CR		81	85
	034	1047	940	00	P 1			1,707.30	81	84
	034	1047	940	00	P 2			1,250.17	81	84
	034	1047	940	00	P 3			3,303.85	81	84
	034	1047	941	00	P 1			1,666.57	81	82
	034	1047	941	00	P 2			2,109.76	81	82
	034	1047	941	00	P 3			3,776.04	81	82
	034	1047	944	00	P 1			259.36	81	83
	034	1047	944	00	P 2			330.24	81	83
	034	1047	944	00	P 3			589.53	81	83
	034	1047	945	00	P 1			267.96	81	83
	034	1047	945	00	P 2			341.07	81	83
	034	1047	945	00	P 3			609.03	81	83
	034	1047	946	00	P 1			99.95	81	82
	034	1047	946	00	P 2			122.94	81	82
	034	1047	946	00	P 3			222.86	81	82
	034	1047	950	00	P 1			107.61	81	82
	034	1047	950	00	P 2			148.61	81	82
	034	1047	950	00	P 3			256.45	81	82
	034	1047	950	00	N 1			7.90	81	81
	034	1047	950	00	N 2			10.05	81	81
	034	1047	950	00	N 3			17.95	81	81
	034	1047	960	00	N 1		108.35CR		81	85
	034	1047	960	00	N 2		137.90CR		81	85
	034	1047	960	00	N 3		246.26CR		81	85
			TOT		P1		9,633.10	454,380.69		
			TOT		P2		1,241.79	452,225.85		
			TOT		P3		10,882.69CR	685,987.16		
			TOT		N1		1,426.15CR	458.46		
			TOT		N2		120.40CR	578.66		
			TOT		N3		1,092.97	2,628.23		
			TOT		N5		13.70CR			
			TOT		N6		17.43CR			
			** JOB TOTALS **			**	492.51CR**	1,596,262.05 **		

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

12-10-84

REGION NO. 10	REPORT NO. 4	COUNTY MULTNOMAH	DIVISION OREGON
DATE OF REPORT 12/10/84	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-IX-HES-27-2(6)
COMPLETION DATE (Actual) 2/2/82	ACCEPTANCE DATE BY CONRTACT AGENCY 1/21/83	TIME ELAPSED 100* %	CONTRACT TIME 310 days

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO
Fredrickson
FOR

[illegible]	Invas	R/D	D/R	sign	ct	File

1/16

CEDAR HILLS BOULEVARD INTCH - SYLVAN INTCH
SUNSET HIGHWAY
Grading, Paving, Barriers, & Illumination

The contract allowed 310 days to complete the work. A time extension of 111 days was granted. The contractor used 421 days to complete the work.

The State paid a portion of corrective work performed on the A.C. pavement via PA No. 12 ($1981.56). I consider this corrective work to be the responsibility of the contractor and therefore no Federal participation in PA No. 12.

The State's original materials certification points out several deficiencies in the documentation of materials quality control. Based on Mr. Bartel's memorandum of October 31 which addresses each of these items, it appears the materials are in reasonable conformance to the contract requirements. Therefore, I now recommend acceptance of this project.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 1/9/85	TITLE Field Operations Engineer	DATE 1/11/85

9227 B

February 4, 1983

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9227

Gentlemen or Ladies:

On January 26, 1983, we wrote to you concerning release of final payment on Contract No. 9227 awarded to R. A. Hatch Co., for work on the Cedar Hills Boulevard Interchange-Sylvan Interchange Section of the Sunset Highway in Washington and Multnomah Counties.

Final payment on this contract is $674.09 and the total contract amount is $1,421,568.66 including $1,870.01 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9227 2-1-83 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son, Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const., Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

Cedar Hills Blvd.Interchange -Sylvan Interchange

Sept 11, 1982

SECTION PREFIX 34-1047

HIGHWAY Sunset

COUNTY Washington and Multnomah

NAME OF JOB Sylvan

KIND OF WORK Grading, Paving, Barriers and Illumination

CONTRACTOR R.A. Hatch

CONTRACT NUMBER 9227

FEDERAL AID PROJECT NUMBER F-IX-HES-27-2(6)

DATE OF CONTRACT November 25, 1980

DATE WORK STARTED March 17, 1981

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 310

CALENDAR DAYS USED 421

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 135.81

PROJECT AUTHORIZATION $ 1909147.50

EXCLUSIVE OF ENGINEERING $ 1773385.90

ENGINEERING AUTHORIZATION $ 135761.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 1,427,382.46

ENGINEERING COST TO DATE $ 118,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97

ESTIMATED PERCENT ~~XXHXXXX~~ UNDERRUN 20 %

PERCENT OF AUTHORIZATION 87 %

DATE PROJECT WAS COMPLETED Feb 2, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Leveling	B-Mix
100	100	100	100			100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8330 CU YD	15500 Ton		2100 Ton	22000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	8330	11926		2854	22000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6025	11926		2854	19975
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No Time Charged			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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CONSTRUCTION SECTION

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GENERAL D CRIPTION

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Construction
Region
FHWA
file

Project was finished on Feb 2, 1982 the semi-final was sent in on Sept 9,1982 . This will be last weekly report for this job.

SIGNED Cockell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9227

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 7-5		County Washington & Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6/20/82	Project Number F-IX-HES-27-2(6)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 15, 1980 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,905,347.00	$ 1,918,622.00
Federal funds	$ 1,672,241.00	$ 1,684,189.00
Other revisions		

This modification is made for the following reasons: To include increase in Construction Costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of June, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 23, 1982

Federal Aid Project
No. F-IX-HES-27-2(6)

Cedar Hills Blvd. Int. - Sylvan Int. Section
Sunset Highway
Washington and Multnomah Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 3125+00 Thru Eg. Sta. 3283+29.28 = Sta. 175+71.89 to Sta. 149+50)

Total the same as previous estimate of December 3, 1980	$ 1,465,065.00

Type Code SFTY
Safety (Sta. 3125+00 to Sta. 149+50)

Subtotal of previous estimate of December 3, 1980	$ 391,540.00

Previous Estimate

Temporary Plastic Safety Markers	10 Each	40.00	$ 400.00
Concrete Barrier	12,700 Lin.Ft.	19.00	241,300.00
			$ 241,700.00

Revised Estimate

Temporary Plastic Safety Markers	65 Each	40.00	$ 2,600.00
Concrete Barrier	13,325 Lin.Ft.	19.00	253,175.00
			$ 254,775.00

Increase	$ 13,075.00
Subtotal	404,615.00
Engineering	48,942.00
TOTAL	$ 453,942.00

Length of Roadway - - - - - - - - - - - 3.495 Miles

Cost of Roadway - - - - - - - - - - - - - - - - $ 419,188.84

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Roadway F-10		$ 974,065.00	$ 858,638.00	$ 115,427.00
Roadway IX-823		491,000.00	417,350.00*	73,650.00
Safety HES-141		453,557.00	408,201.00	45,356.00
	TOTAL	$ 1,918,622.00	$ 1,684,189.00	$ 234,433.00

Group 3 - 50%
Group 5 - 22%
Group 6 - 28%
Contract No. 9227
Prefix - 34-1415
Prefix - 34-1047

9227

STATE COPY

OMB No. 04-R2089 L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-97, 12-98 + 1-1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/15/80	State Oregon County Washington Multnomah Project No. F-IX-HES-27-2(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cedar Hills Blvd. Int. - Sylvan Int.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-80	3.495

OTHER *(Specify)*

FUNDS Pro Rata 88.15%, 85%; 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS	
974,065.00	858,638.00	010
491,000.00	417,350.00	823
$440,282.00	$ 396,253.00	141

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator [illegible]

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, December 3, 1980

Federal Aid Project
No. F-IX-HES-27-2(6)

Cedar Hills Blvd. Int.-Sylvan Int. Section
Sunset Highway
Washington and Multnomah Counties

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 3125+00 thru EQ Sta. 3283+29.98=
Sta. 175+71.89 to 149+50)

Mobilization	All Required (65%)			$ 58,500.00
Temporary Protection and Direction of Traffic	All Required (65%)			26,000.00
Temporary Signs	700	Sq.Ft.	$ 6.00	4,200.00
Temporary Barricades	20	Each	40.00	800.00
Temporary Plastic Safety Markers	10	Each	40.00	400.00
Sequential Arrow Signs	2	Each	1,000.00	2,000.00
Flagmen	1,500	Hour	12.00	18,000.00
General Excavation	8,330	Cu.Yd.	6.00	49,980.00
Trench Excavation	21	Cu.Yd.	100.00	2,100.00
Watering	270	M-Gal.	20.00	5,400.00
1"-0 Aggregate Base	15,500	Ton	8.00	124,000.00
Treated Base Mixture	2,100	Ton	16.00	33,600.00
Cement In Treated Base Mixture	120	Ton	160.00	19,200.00
Class "B" Asphalt Concrete Mixture	22,000	Ton	15.50	341,000.00
Class "B" Asphalt Concrete Mixture In Leveling	7,500	Ton	16.00	120,000.00
Asphalt Cement In Mixture	1,920	Ton	160.00	307,200.00
Asphalt In Tack Coat	50	Ton	225.00	11,250.00
Asphalt Membrane	5,350	Sq.Yd.	9.00	48,150.00
8-inch Sewer Pipe	70	Lin.Ft.	200.00	14,000.00
Concrete Inlets, Type G-1	17	Each	600.00	10,200.00
Extra for Asphalt Approaches	7	Each	300.00	2,100.00
Delineators	200	Each	22.00	4,400.00
Adjusting Manholes	5	Each	300.00	1,500.00
Adjusting Inlets	13	Each	200.00	2,600.00
				$1,206,580.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,600.00
Temporary Pavement Striping	All Required	1,500.00
Asphalt Cement Adjustment	All Required	90,000.00
On the Job Trainees	All Required	1,600.00
		$ 95,700.00
	Subtotal	$1,302,280.00
	Engineering	162,785.00
	Total	$1,465,065.00

Type Code SFTY
Safety (Sta. 3125+00 to Sta. 149+50)

Mobilization	All Required (35%)		$ 31,500.00
Temporary Protection and Direction of Traffic	All Required (35%)		14,000.00
Temporary Signs	400 Sq.Ft.	$ 6.00	2,400.00
Temporary Barricades	11 Each	40.00	440.00
Temporary Plastic Safety Markers	10 Each	40.00	400.00
Sequential Arrow Signs	2 Each	1,000.00	2,000.00
Flagmen	1,000 Hour	12.00	12,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Metal Median Barrier Connection	1 Each	500.00	500.00
Concrete Barrier	12,700 Lin.Ft.	19.00	241,300.00
Impact Attenuator	All Required		10,000.00
Removal of Illumination Installation, Complete	All Required		2,000.00
Pole Foundation	All Required		15,000.00
Roadway Lighting Poles & Arms	All Required		21,000.00
Illuminaires & Ballasts	All Required		4,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		30,000.00
	Subtotal		$ 391,540.00
	Engineering		48,942.00
	Total		$ 440,482.00

Length of Roadway . . . . 3.495 Miles
Cost of Roadwazy Per Mile $419,188.84

SUMMARY OF FUNDS

Description				Total Cost	Federal Funds	State Funds
Roadway	F	010	88.15%	$ 974,065.00	$ 858,638.00	$115,427.00
Roadway	IX	823	85.00%	491,000.00	417,350.00 *	73,650.00
Safety	HES	141	90.00%	440,282.00	396,253.00	44,029.00
			Total	$1,905,347.00	$1,672,241.00	$233,106.00

Group 3	50%
Group 5	22%
Group 6	28%
Contract No.	9227
Prefix No.	34-1415
Prefix No.	34-1047

* Fixed Amount

Cedar Hills Blvd. Int. - Sylvan Ent. Section
(non participating - State Work)

State Responsibility for Damages	All Required	$ 3,200.00

9227

4

STATE OF OREGON
1859
VICTOR ATIYEH
Governor

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 23, 1982

CON 5 #9227

R. A. Hatch, Co.
P.O. Box 201
Bend, OR 97701

NOTED
H.S.C.

RE: Time Extension Request
Cedar Hills Blvd. Intch.-
Sylvan Intch.
Contract No. 9227
F-IX-HBS-27-2(6)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 111 calendar days is granted due to the performance of extra work.

This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

by O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

CTK:cb

bc: W. E. Schwartz ✓ (att. 1 ltr.)
Al Harwood "
J. W. Cochell "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
APR 26 '82
REFER TO

FOR

Info	Inves	R/D	D.R	Sign	Act	File

Form 734-3123

FORM E-30 29M 9-61 82318

TE RECEIVED
UE
SO REGION
TO

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2131 SW Scholls Ferry Road

SUBJECT: Time Extension Request
Cedar Hills Blvd. Intch.-Sylvan Intch.
Sunset Highway
Contract No. 9227

F-1R-HES.27.2(6)

RECEIVED
APR 21 1982
CONSTRUCTION BRANCH

ASHE
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CP

To: Marion Craft
Region Construction Engineer
Milwaukie

J W Cochell

From: James W. Cochell
Project Manager

Attached is a time extension request from R. A. Hatch Co., requesting an additional 111 days on the above project. This project consisted of Grading, Paving, Concrete Barriers and Illumination. Following are some pertinent dates concerning this request.

Contract awarded	11-25-80
Contract time specified	310 CD
Calendar day count started	12-9-80
Contractor began work	3-17-81
Contract completed	2-2-82
Calendar days used	421 CD
Liquidated damages.	111 CD

All work on this project had been completed before the contract time had elapsed, except the final completion of the illumination which required change orders to complete. Also other change orders were written as follows.

E.W.O. No. 1 was written 11-24-81 to install new meter base required to accommodate the 240/480 volt in lieu of the existing 120/240 volt source. This also required the power company to install a new 240/480 volt service connection, which they did but not until 12-18-81. The work involved was at sign bridge Sta. 3161+00 on the Sunset Highway.

E.W.O. No. 2 was written 12-1-81 to repair spalling on underside of deck, Bridge No. 16499A at the Tualatin Valley Highway connection, which was damaged during the removal of existing concrete island on deck. Also installed 4-inch inlet grate.

Price Agreement No. 8 was written on 1-7-82 to install additional median barrier (725 lin. ft.) where Hwy. 217 merging lane enters the Sunset Highway eastbound.

Because of the additional work involved under these change orders, I recommend the granting of 111-days of liquidated damages.

4-22-82

CTK —
Late change orders issued makes it mandatory to grant the time requested. It would be better for the State and the contractor if late orders were not issued.

cc: Bryant Jackmond — with originals attached.

The contractors statements in his letter are essentially correct, and the time was charged during that time for those reasons. Jim Cochell's statements above state the same thing, and I agree with his recommendation to grant the 111 C.D.

Marion Craft

9227 11-3-81 L.

Copy 21-2
21-5

STATUS OF PROJECTS FUNDED WITH FEDERAL-AID PRIMARY MONEY

The withdrawal of I-505 in Portland provided Interstate Transfer funding for projects in the Portland-Metropolitan Area. Three State Highway projects are being funded that would not otherwise have been possible:

1. Beaverton/Tigard Highway Interchange Section; estimated construction cost $15,142,000, scheduled for FY '83.
2. S.E. 182nd-Birdsdale Avenue, Gresham; estimated construction cost $2,102,000, scheduled for FY '83.
3. I-205 Interchange-Boring Road, Clackamas Highway; estimated construction cost $6,100,000, scheduled for FY '82.

Our agreement with the Portland-Metropolitan Area for I-505 withdrawal also included a provision for a transfer of Urban System funds to the Primary System for 8 years. The transfer amounts to 50% of Oregon's annual apportionments of Urban funds.

SUMMARY OF TRANSFERS URBAN TO PRIMARY

FISCAL YEAR	AMOUNT	ACCUMULATED
1979	$3,335,597	$ 3,335,597
1980	3,335,597	6,671,194
1981	3,335,597	10,006,791
1982	3,802,352	13,809,143
*1983	*3,800,000	*17,609,143
*1984	*3,800,000	*21,409,143
*1985	*3,800,000	*25,209,143
*1986	*3,800,000	*29,009,143

* ESTIMATED

3 years' transfers have been accomplished. The transfer of 1982 funds is being processed.

There are three projects that were to be funded with Primary money in the Portland-Metropolitan Area, which by agreement, will be funded with Interstate Transfer funds from the I-505 withdrawal, totaling $7,438.000. This releases those Primary funds for use in other areas. The projects are:

1. Merle Undercrossing-Cedar Hills Boulevard; contracted in 1979 for $1,136,711.24.
2. Allen Boulevard Interchange Section; contracted in 1979 for $5,767,283.
3. Cedar Hills-Sylvan Interchange; contracted in 1980 for $417,350.

In 1979, Oregon had $13,819,702 available in Federal-Aid Primary funds. To this, $3,335,597 was transferred from Urban funds.
In 1980, Oregon's Primary funds were $21,381,695 plus $3,335,597 of transferred Urban System funds and $512,317 in Secondary funds.
In 1981, Oregon's Primary funds were $22,751,868 plus $3,335,597 of Urban System Funds and $4,641,683 in Secondary funds.
This totals $72,294,354 available in this 3 year period.

During this time, we contracted 52 projects outside the Portland-Metropolitan Area using Primary funds amounting to $59,109,522.
During the same period there were only 3 projects in the Portland Area that used Primary funds amounting to $2,922,581.

The remaining $10,262,251 is obligated and yet to be contracted.

DES
11/3/81

9227

L.

file

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

October 28, 1981

Mr. Robert Gormsen, Manager
Commission Services
Oregon State Highway Department
121 Transportation Building
Salem, Oregon 97310

RE: Contract #9227, Cedar Hills Blvd.
Contractor: R.A. Hatch Company
Subcontractor: Hamilton Electric, Inc.

R.A. Hatch Company has withheld payment on subject project through September 30, 1981 as follows:

Bid Item 29	65%	$ 761.80
Bid Item 30	100%	13,220.00
Bid Item 31	25%	6,679.25
Bid Item 32	-0-	-0-
Bid Item 33	50%	14,486.00
		$35,147.05
Less 5% payment of Item 33 in May, 1981		(1,448.00)
		$33,699.05
Less 5% Retainage		(72.43)
		$33,626.62

We respectfully exercise our right under Section 107.28 of the O.S.H.D. Standard Specifications to go direct to the O.S.H.D. for payment. The Contract will be completed by October 30, 1981.

HAMILTON ELECTRIC, INC.

Betty L. Hanson

Betty L. Hanson
Controller

BLH:grg

11-2-81 - she will submit a notice of claim in a few days - RG.

Gormsen called her 12-14-81 to date no claim filed

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

9327

6

CON 5

DATE: August 7, 1981

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Arterial Street Overlay Project #2 (Portland)
City Streets
Contract No. 9327

The City of Portland has requested to include in this project the overlay of four additional streets. These streets were originally included during the preliminary engineering phase but were dropped because of budget constraints. Because the successful contractor's bid was well below the engineer's estimate, the four additional streets can be overlaid and still remain within the amount programmed for the project.

The added work is eligible for federal participation with six and nine percent matching funds to be provided by the City of Portland and the State, respectively.

It is recommended that the authorization for this project be increased by $398,142.53, or 48 percent, to a new total of $1,231,452.72. This matter will be on the consent calendar for your August 18 meeting.

WR:mk md

bcc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

9227

L.

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

4-20-8

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-IX-HES-27-2(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/2/81

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Cedar Hills Blvd. Interchange - Sylvan Interchange

11. GENERAL DESCRIPTION OF WORK

Repair illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/2/81 as requested in Mr. Keasey's letter of 4/14/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $3,000 Federal Funds $2,645.

(No increase in funds)

APR 24 '81

14. DATE 4/20/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9227

47

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: April 15, 1981

File No: 34-1917

TO: BOB HEARD
Project Coordinator

FROM: JAMES D. MCCLURE
Project Development Engineer

SUBJECT: Modifications - Cedar Hills Interchange
Sunset/217 Interchange Project

Attached is a sketch developed by John Hanks, indicating a $161,000 cost to modify the Cedar Hills Interchange to an acceptable level of service with Alternative 1 for the Sunset/217 Interchange project, under the current land use plans.

These design modifications are based on the assumption that the Peterkort properties would develop to the density covered in POD 17 and there would be no access to the Sunset/217 Interchange under Alternative 1.

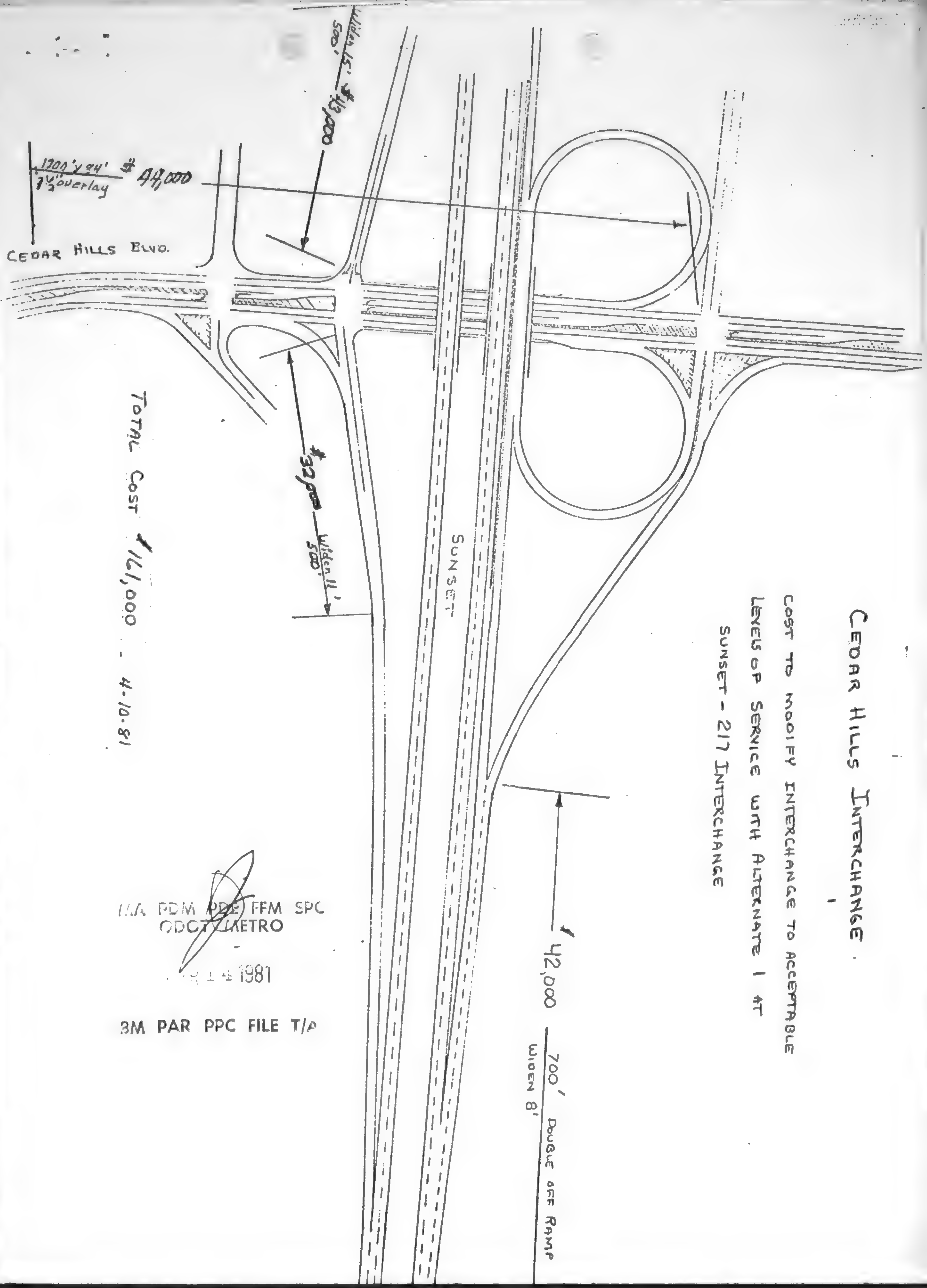
I have discussed this with Craig Markham and he will proceed with incorporating this information into the Project DEIS.

pv

cc Robert Bothman
John Hanks
Adrian Olson
Tom Schwab
Craig Markham

Attachment

Christensen
Olson AO.
RECEIVED
APR 17 1981
Do Not File
Return To


1200' x 94'
1½" overlay
$44,000
Widen 15'
500'
$43,000
CEDAR HILLS BLVD.
$32,000
Widen 11'
500'
SUNSET
42,000
700' DOUBLE OFF RAMP
WIDEN 8'

CEDAR HILLS INTERCHANGE

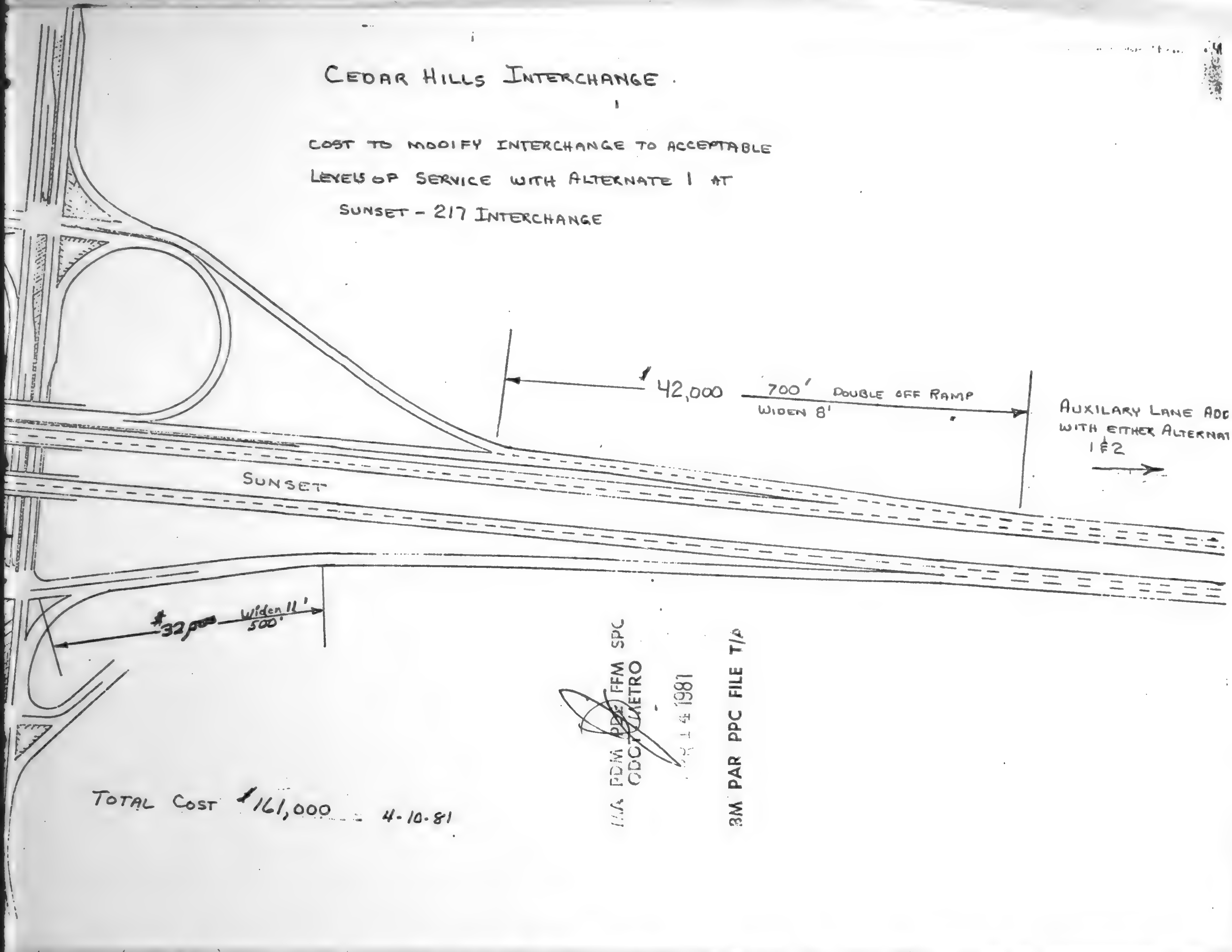
COST TO MODIFY INTERCHANGE TO ACCEPTABLE LEVELS OF SERVICE WITH ALTERNATE 1 AT SUNSET - 217 INTERCHANGE

TOTAL COST $161,000 - 4-10-81

MA PDM PDE FFM SPC
ODOT METRO
14 1981
BM PAR PPC FILE T/A

CEDAR HILLS INTERCHANGE

COST TO MODIFY INTERCHANGE TO ACCEPTABLE
LEVELS OF SERVICE WITH ALTERNATE 1 AT
SUNSET - 217 INTERCHANGE


$42,000 700' DOUBLE OFF RAMP
WIDEN 8'
AUXILARY LANE ADD WITH EITHER ALTERNAT 1 & 2
SUNSET
$32,000 Widen 11' 500'

TOTAL COST $161,000 4-10-81

MA PDM PDE FFM SPC
ODOT METRO
APR 14 1981
BM PAR PPC FILE T/A

1027

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-27-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. [illegible]-IX-HES-27-2(6)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00126

COUNTY NAME Multnomah & Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9/2/80	10/29/80	Primary 27	Primary 47

RECEIVED
STATE HWY ENG
NOV 21 '80
REFER TO Moehring
FOR
Info / Inves / R/D / D/R / Spl / Att / file

11-21
orig

GENERAL LOCATION:

Cedar Hills Blvd. Interchange - Sylvan Interchange

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Perm. Pave striping SF $2,600
Temp. Pave striping SF $1,500
Asphalt Cement Adjustment $90,000
On the job trainees $1,600

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/24/80 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,269,000 Federal Funds $1,996,478. (Increase TEC $114,000 Federal Funds $104,928)

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/29/80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-855

9227

47

ROAD DESIGN SECTION

DES 16-1

October 27, 1980

David Moehring
Assistant State Highway Engineer
Project Management

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

From: Duane O. Christensen
Final Design Engineer

Subject: Cedar Hills Boulevard Interchange-
Sylvan Interchange Section
Sunset Highway
Washington and Multnomah Counties

It was necessary, due to a lack of funds, to delete a portion of this project from the contract plans. This deleted portion, Station 147+01.79 to Station 149+50, should be added to the Sylvan Interchange-Vista Ridge Tunnel Section.

The October 1980 estimated cost of this deleted portion is $344,000. This includes 20% for engineering and contingencies.

DOC:ja

Attachments

cc R. N. Bothman
Edward Hardt

9227

47

ENVIRONMENTAL REVIEW CHECKLIST

~~Oct. 23~~ NOV 20, 1980 Bid Letting ______ All Clear Deadline

ALL CLEAR 10/22/80

Donald L Rout

SECTION Cedar Hills Blvd.-Sylvan Intchge.
Highway Sunset
County Washington Region I
Type of Work Overlay, GMB-Illum Funds StateFAI-X HES
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Paul

3NM

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒	☐	☐	☐	☐

9282

10-15-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-1[illegible]HES-27-2(6)

STATE PROJECT NO. See below

COUNTY NAME Multnomah & Washington

PROGRAM NO.

ITEM NO. 00126

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO Maehring
FOR
Info

10-24
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-15-80

FEDERAL ROUTE NUMBER Primary 27

STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:
Cedar Hills Blvd. Interchange - Sylvan Interchange

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* Program change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-1-80, I approve the program change adding "Illumination" to the character of proposed work on the subject project.

DATE 10-15-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-658

9227

47

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7

DATE: October 9, 1980

TO: D. O. Christensen
Final Design Engineer

FROM: L. E. George
Traffic Engineer

SUBJECT: Cedar Hills Boulevard-Sylvan Interchange
M.P. 67.92 to M.P. 71.3
Sunset Highway
Washington and Multnomah Counties

The capacity rates generally accepted as workable under a lane closure operation for median barrier or guardrail repair are as follows:

1. Reducing from two lanes, one-way to one lane, one-way equals 1,400 VPH.
2. Reducing from three lanes, one-way to two lanes, one-way equals 3,000 VPH.

Based on the above criteria, the following days and time periods are listed that would require the continued use of the number of lanes presently available. All other time periods would allow a reduction of one lane each direction.

Six-Lane Section	Time
Monday-Friday	7:00 a.m.-6:00 p.m.

Four-Lane Section	Time
Monday-Friday	6:00 a.m.-8:00 p.m.
Saturday	8:00 a.m.-8:00 p.m.
Sunday	11:00 a.m.-8:00 p.m.

Copies of actual and estimated hourly counts in the subject section are attached.

L. E. George
Traffic Engineer

RW:ds
Attachments

cc: E. L. Hardt
Jack Sullivan

Versteeg
Anderson DOC
Christensen ✓
Olson
DS Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 13 1980
ROAD DESIGN SECTION

Action

REFERRED TO
Beard ✓ Stoudenmayer
Cole Mann AEM
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683-125

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☐

Route or Highway No. 47 Station No. ____________

Location Cedar Hills Blvd. - Sylvan Interchange

~~Week Beginning~~ Four Lane Section (Cedar Hills - TV Highway

Day of Week		~~Sun.~~	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		W.B.	E.B.		W.B.	E.B.			
Hour of Day		Wednesday Jan. 31, 1979			Tuesday Oct. 17, 1978				
A. M.	12-1	MP. 69.00			M.P. 70.38				
	1-2								
	2-3	14 hr. Count			12 hr. Count				
	3-4								
	4-5								
	5-6								
	6-7	1170	2479		1273	2113			
	7-8	1856	2706		2156	3607			
	8-9	1805	3073		1486	2409			
	9-10	1445	2155		1474	1926			
	10-11	1377	1819		1413	1760			
	11-12	1632	1845		1622	1734			
P. M.	12-1	1515	1658		1580	1614			
	1-2	2059	1917		1805	1742			
	2-3	2215	2155		1915	1971			
	3-4	2651	2429		1937	1775			
	4-5	3848	2415		3626	2561			
	5-6	3649	2052		38[illegible]	1956			
	6-7	2877	2211						
	7-8	1314	1576						
	8-9								
	9-10								
	10-11								
	11-12								
~~Automatic Recorder~~ Total 24 Hours (Factored)		34,600	37,100		30,000	31,800			
~~Axle Correction~~ Total ~~Factor~~ 2-Way		71,700			61,800				
Adjusted All Vehicle Total 24 Hr.									

REMARKS

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☐

Route or Highway No. 47 Station No. ____________

Location Cedar Hills Blvd. - Sylvan Interchange

~~Week Beginning~~ Four Lane Section (Cedar Hills - TV Highway)

Day of Week		~~Sun.~~	~~Mon.~~	Tues.	~~Wed.~~	~~Thur.~~	~~Fri.~~	Sat.	~~Total~~
Day		W.B.	E.B.		W.B.	E.B.			
Hour of Day		Saturday *			Sunday *				
A. M.	12-1								
	1-2								
	2-3								
	3-4								
	4-5								
	5-6								
	6-7	318	768		183	436			
	7-8	677	987		379	472			
	8-9	825	1599		398	598			
	9-10	1101	2177		754	1138			
	10-11	1025	1702		934	1294			
	11-12	1326	1425		1338	1280			
P. M.	12-1	1942	1416		1473	2121			
	1-2	2237	1628		1814	2122			
	2-3	1883	1609		1968	1955			
	3-4	1771	1486		1844	1932			
	4-5	2372	1860		2186	2098			
	5-6	2240	1620		2469	1736			
	6-7	2293	2469		1899	2212			
	7-8	1267	2094		1369	2108			
	8-9								
	9-10								
	10-11								
	11-12								
Automatic Recorder Total 24 Hours									
Axle Correction Factor									☒
Adjusted All Vehicle Total 24 Hr.									

REMARKS * [illegible] Saturday &
Sunday counts @ Vista Ridge Tunnel

REGON STATE HIGHWAY DIVI ON
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☒

Route or Highway No. 47 Station No. 26-002

Location Vista Ridge Tunnel

6 Lane Section (TV Highway - Sylvan)

~~Week Beginning~~ ~~Traffic Comparison~~

Day of Week		~~Sun.~~	~~Mon.~~	~~Tues.~~	~~Wed.~~	~~Thur.~~	~~Fri.~~	~~Sat.~~	~~Total~~	
Day		WB	EB		WB	EB		WB	EB	
Hour of Day		Wednesday 6/21/78			Saturday 6/10/78			Sunday 6/11/78		
A. M.	12-1	648	581		1314	932		1267	821	
	1-2	307	254		721	530		746	605	
	2-3	228	151		471	392		486	375	
	3-4	132	124		308	174		222	156	
	4-5	193	176		223	195		168	108	
	5-6	621	544		260	320		114	156	
	6-7	1549	2600		404	870		233	494	
	7-8	289	5105		700	1378		392	660	
	8-9	2165	4006		1087	2337		524	874	
	9-10	1834	2547		1384	2730		948	1428	
	10-11	2007	2378		1474	2505		1343	1905	
	11-12	2182	2560		1779	2039		1795	2260	
P. M.	12-1	2220	2373		2786	2076		2113	3124	
	1-2	2451	2466		2839	2158		2303	2813	
	2-3	2599	2886		2393	2252		2502	2736	
	3-4	3225	3342		2490	2363		2593	3072	
	4-5	4093	3125		2598	2337		2395	2636	
	5-6	3983	2777		2385	2257		2629	2419	
	6-7	2635	2372		2145	2644		2655	2375	
	7-8	1868	1855		1802	2465		1947	2482	
	8-9	1453	1317		1677	1939		1791	1650	
	9-10	1638	1363		1496	1614		2039	1537	
	10-11	1401	1038		1733	1302		1468	1274	
	11-12	1185	816		1744	1101		1145	858	
Automatic Recorder Total 24 Hours		42706	46756		36213	38910		33818	36819	
~~Axle Correction Factor~~ Total 2-Way		89,462		75,123				70636		
Adjusted All Vehicle Total 24 Hr.										

REMARKS

1227

47

L. E. George
Traffic Engineer

ORIGINAL SIGNED
DUANE CHRISTENSEN

Duane Christensen
Final Design Engineer

October 3, 1980

Cedar Hills Blvd.-Sylvan Interchange
M.P. 67.92 to M.P. 71.3
Sunset Highway
Washington & Multnomah Counties

This is an overlay-safety project. The safety work involves replacing the existing curbed median and a portion of the existing metal median barrier with concrete barrier. To do this it will be necessary to close the eastbound and westbound inside lanes during work hours.

Would you review the traffic volumes on this section and advise us to any restriction of work hours that should be imposed on the contractor.

This project is presently scheduled for a November 20, 1980, bid letting. We would appreciate an answer by October 9.

NEM:ab
cc: N.E. Mann
Jack Sullivan
E. L. Hardt

9287

L,

October 2, 1980

CON 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2, 1979 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of July 1980 through September 1980 are the following:

Portland

1) I-5 North Corridor Rideshare Project
2) SE 17th Ave.-SE 28th Ave. (Portland) Sec.
3) Fanno Creek Bridge Sec.
4) Cedar Hills Blvd. Intchge.-Sylvan Intchge. Sec.
5) N. City Limits-N. Oswego Ave. (Portland) Sec.
6) Beaverton/Tigard Highway Interchange
7) W. City Limits-NW Kittridge Ave. (Portland) Sec.
8) Banfield Transitway Project
9) Tri-Met Rideshare Project
10) SW Barbur Blvd.-SW Taylors Ferry Rd. Sec.

Note: There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG: jv

bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9227

PRO 6-2

47

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic 378-6537

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: September 25, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Additional Work
Title II Hazard Elimination Program
Cedar Hills Boulevard Interchange-Sylvan Interchange Section
Sunset Highway
HES-27-2(6)

Attached is programming data for illumination installation at the westbound offramp from the Sunset Highway to the Tualatin Valley Highway.

This work has a favorable benefit/cost ratio, is eligible for Title II funding and is to be added to the median barrier work already programmed for this project.

Please take necessary action to program this additional work with the FHWA and update the PMS. Estimated additional cost is $50,000.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB:jrb
Attachments

cc: F. E. Terpin
G. A. Potter
W. J. Hart
E. L. Hardt
D. O. Christensen ✓
Jon Rose

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann NEM
Eriksen Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

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STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO 47

Telephone: 238-8231

Date: September 18, 1980

File No: 34-1415

TO: D.O. CHRISTENSEN
Final Design Engineer

FROM: MAX J. KLOTZ
Metro Program Manager

SUBJECT: Cedar Hills-Sylvan Intch.
Sunset Highway
Prefix 34-1415

I understand that the cost estimate for this overlay project is now $2,874,000. The available funds are:

FAP	$1,264,000	total dollars
IX	491,000	total dollars
HES	400,000	total dollars
	$2,155,000	total dollars

This leaves a $719,000 shortfall to construct the entire section.

I have checked the Interstate Transfer Fund situation for the Portland area and am unable to secure additional funds.

Most underruns are occurring on projects sponsored by local jurisdictions so the funds are not available to the State.

MJK:js

cc: J.H. Versteeg
E.L. Hardt
D.R. Adams

✓ Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
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Wakerlig

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SEP 19 1980
ROAD DESIGN SECTION

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9227

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

47

DES 16-1

TO: MEMO TO THE FILE

DATE: September 16, 1980

FROM: Duane O. Christensen

Duane O. Christensen
Final Design Engineer

SUBJECT: Cedar Hills Blvd. Intchg.-Sylvan Intchg. Section
Sunset Highway
Washington and Multnomah Counties

A reduction in estimated cost on several asphalt paving items has reduced the cost of the subject project from $3,164,000 to $2,874,000. This estimated cost includes both the original 3-mile project and the 0.4-mile gap at the westerly end discussed in my letter to Mr. Moehring on August 25, 1980.

The Six-Year Program presently funds this project for $2,285,000. The funding and limits of this project were discussed with Mr. Hunter and Mr. Versteeg on Monday, September 15 and with Mr. Hardt on Thursday, September 11. There was a consensus of opinion that it was highly desirable to complete this entire section, so that all accesses across the median were eliminated and median barrier installed. It was decided to complete contract plans for the total project and to seek additional funds.

Max Klotz was called on Monday, September 15 and asked to see if additional funding could be secured.

DOC:ja

cc E. S. Hunter
D. H. Moehring
R. N. Bothman
E. L. Hardt
N. E. Mann

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: August 25, 1980

FROM: Lyle H. Watson for
Duane O. Christensen
Final Design Engineer

SUBJECT: Cedar Hills Blvd. Intchg-Sylvan Intchg. Section
Sunset Highway
Washington & Multnomah Counties

RTE RCE BE
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SEP 02 1980 RSC
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TO

The subject 3.0 mile FAI-X funded project is set up in the six-year program for $2,285,000. The current estimate, August 1980, for this section is $2,794,000. In addition to this there is a 0.4 mile gap between the overlay on this project and the overlay placed under a previous project, "Wilson River Highway Junction-Vista Ridge Tunnel Section." The overlay on that project ended at MP 67.91. We propose to move the beginning of the subject project back westerly 0.4 mile to MP 67.91 to eliminate this gap. The cost to eliminate the gap is $370,000. The cost for the project would then become $2,794,000 plus $370,000, or $3,164,000.

If it is necessary to reduce the length of the project we would recommend cutting one mile off of the easterly end of the project, which would reduce the cost approximately $910,000. This would bring the cost of the project down to $2,254,000, which is close to the programmed amount. The removed portion should then be added to the Sylvan Intchge-Vista Ridge Tunnel Section.

Please review the above and available funding and advise us of your decision. The project is currently scheduled for an October 23 letting.

DISTRICT 2-A
AUG 26 1980
☐ DE ☐ ADE ☐ DOM ☐ SEC

Anderson
Christensen

DISTRICT 2-A
AUG 28 1980
☒ DE ☒ ADE ☒ DOM ☐ SEC

DOC:NEM:ge

cc: E. S. Hunter
R. N. Bothman
E. L. Hardt
N. E. Mann

CC: Duane Christensen - Note Bill Geibel's note - maybe we're cutting off the wrong end! ELH

CC: Bill Geibel - FYI ELH

CC HARDT THIS LEAVES THE MOST DANGEROUS SECTION UNTOUCHED FOR AN INDEFINITE PERIOD. NWG

③

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section CEDAR HILLS BLVD. INT. - SYLVAN INT.
Highway SUNSET
County WASH. & MULT.
Prefix 39-1415-905
Length 18,459 Miles 3.5 Designer VINCENT
Date 8/18/80
Signed
Title

Grading & Drainage	$ ~~747,922 00~~ 723,449 00
Surfacing	$ ~~1,815,710 00~~ 1,597,980 00
Extra Work	
ILLUMINATION	$ 70,000 00
STRIPING	$ 3000 00
TOTAL EXTRA WORK	$ 73,000 00
TOTAL	$ ~~2,636,632 00~~ 2,394,429 00
+ 20 % Engineering and Contingencies	$ ~~527,326 40~~ 478,885 80
Structures	
TOTAL STRUCTURES	$
Right of Way	$
TOTAL ESTIMATED COST	$ ~~3,163,958 40~~ 2,873,314 80

9/15/80

Cap Prog $2,285,000

Field $2,154,000

③

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 8/18/80

Section CEDAR HILLS BLVD. INT. - SYLVAN INT.

County WASHINGTON & MULTNOMAH

Kind Of Work PAVING, MEDIAN BARRIER & ILLUMINATION

Length 3.5 Mi.

Name MANN - VINCENT

No	Item	Code	Unit	Quant.	Unit Cost	Total
1.	MOBILIZATION		LUMP SUM	ALL	8%	171,958^{00} ~~189,899^{00}~~
2.	TEMP. PROTECTION & DIRECTION OF TRAFFIC		LUMP SUM	ALL	3%	62,606^{00} ~~67,138^{00}~~
3.	TEMPORARY SIGNS		SQ. FT.	600	6^{00}	3600^{00}
4.	FLAGMEN		HOUR	1130	23^{50}	26,555^{0}
5.	REMOVAL OF STRUCTURES & OBSTRUCTIONS		LUMP SUM	ALL	50,000^{00}	50,000^{00}
6.	GENERAL EXCAVATION		CU. YD.	8460	10^{00}	84,600^{00}
7.	TRENCH EXCAVATION		CU. YD.	21	20^{00}	420^{00}
8.	AGGREGATE SHOULDER MATERIAL		TON	2100	10^{00}	21,000^{00}
9.	CLASS "B" ASPHALT CONCRETE MIXTURE		TON	39,370	18^{00} ~~19^{00}~~	708,660^{00} ~~748,030~~
10.	ASPHALT CEMENT IN MIX.		TON	2562	200^{00} ~~230^{00}~~	512,400^{00} ~~589,260^{0}~~
11.	TACK COAT		TON	63	300^{00}	18,900^{0}
2.	TREATED BASE		TON	12,704	15^{00}	190,560^{0}
3.	CEMENT IN TREATED BASE		TON	700	85^{00} ~~230^{00}~~	59,500^{00} ~~161,000^{00}~~
4.	ASPHALT IN SEAL		TON	24	250^{00}	6000^{0}
5.	ASPHALT MEMBRANE ON STRUCTURE		SQ. YD.	5352	15^{00}	80,280^{0}
0.	WATERING		M-GAL	34	20^{00}	680^{00}
7.	ADJUST MANHOLES		EACH	6	250^{00}	1500^{00}
8.	ADJUST INLETS		EACH	21	250^{00}	5250^{0}
9.	CONSTRUCT TYPE "G-1" INLETS		EACH	17	600^{00}	10,200^{00}
	INSTALL 8" SEWER PIPE		LIN. FT.	68	20^{00}	1360^{00}
1.	CONSTRUCT CONC. MEDIAN BARRIER		LIN. FT.	15,350	19^{00}	291,650^{0}
2.	EXTRA FOR ASPH. APPROACHES & CONNECTIONS		EACH	7	250^{00}	1750^{0}
3.	G-R-E-A-T ATTENUATOR		EACH	1	12,000^{00}	12,000^{00}

9227

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 29, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submissions
Item No. 00126
Project No. F-IX-HES-27-2(6)
Cedar Hills Blvd. Intchge.-Sylvan Intchge. Section
Washington and Multnomah Counties

I request authorization to proceed with actions necessary to advance the physical construction of the project as funded below:

	Total Cost	Federal Funds	%
F	$1,264,000.00	$1,114,200.00	88.15
IX	491,000.00	417,350.00	85
HES	400,000.00	360,000.00	90
TOTAL	$2,155,000.00	$1,891,550.00	

DRH:bke
Attachments

cc: Ed Hardt (Region 1)
R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

N

9227

47

August 29, 1980

L. L. Wallace
Assistant Bridge Engineer

Duane O. Christensen
Final Design Engineer

Cedar Hills Interchange-
Sylvan Interchange Section
Sunset Highway
Washington County

In the Cedar Hills Boulevard Interchange on the above project, we are replacing the existing metal barrier between the westbound lanes and a collector ramp with concrete barrier. It will be necessary to protect the easterly end of this barrier with some type traffic attenuator. Similar to the one used on the Judkins Point Overcrossing Section, Drawing No. 34387.

Will you furnish us with a design for an impact attenuator which can be incorporated into this project? The project is scheduled for an October 23, letting. Attached is a plan of the area. If more information is needed contact N. E. Mann.

NEM:ab
cc: N. E. Mann

9227

47

STATE OF OREGON

INTEROFFICE MEMO

TO: Duane O. Christensen
Final Design Engineer

DATE: August 27, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Cedar Hills Blvd. Intchg.-Sylvan Intchg. Section
Sunset Highway
Washington & Multnomah Counties

Your August 24 memo concerned funding problems on the subject section.

We agree that the westerly end of the project should be moved to MP 67.91. Because of our financial situation it will be necessary to reduce the project's total length to 2 miles to stay within the Six-Year Program amount. The section removed can hopefully be added to the Sylvan Interchange-Vista Ridge Tunnel Section in the future.

DES:pf

cc: E. S. Hunter
R. N. Bothman
E. L. Hardt

REFERRED TO
Board ✓ Stoudenmeyer
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ROAD DESIGN SECTION

Do Not File ☐
Action

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81-125-1387

SP*75683-125

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: August 25, 1980

FROM: Lyle H. Watson for
Duane O. Christensen
Final Design Engineer

SUBJECT: Cedar Hills Blvd. Intchg-Sylvan Intchg. Section
Sunset Highway
Washington & Multnomah Counties

The subject 3.0 mile FAI-X funded project is set up in the six-year program for $2,285,000. The current estimate, August 1980, for this section is $2,794,000. In addition to this there is a 0.4 mile gap between the overlay on this project and the overlay placed under a previous project, "Wilson River Highway Junction-Vista Ridge Tunnel Section." The overlay on that project ended at MP 67.91. We propose to move the beginning of the subject project back westerly 0.4 mile to MP 67.91 to eliminate this gap. The cost to eliminate the gap is $370,000. The cost for the project would then become $2,794,000 plus $370,000, or $3,164,000.

If it is necessary to reduce the length of the project we would recommend cutting one mile off of the easterly end of the project, which would reduce the cost approximately $910,000. This would bring the cost of the project down to $2,254,000, which is close to the programmed amount. The removed portion should then be added to the Sylvan Intchge-Vista Ridge Tunnel Section.

Please review the above and available funding and advise us of your decision. The project is currently scheduled for an October 23 letting.

DOC:NEM:ge

cc: E. S. Hunter
R. N. Bothman
E. L. Hardt
N. E. Mann

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AUG 25 1980
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 8, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00126
Project No. F-IX-HES-27-2(6)
Cedar Hills Blvd. Intchge.-Sylvan Intchge. Sec.
Washington & Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject joint funded project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of IX funds.

I request transfer of Interstate Substitution General Funds for a portion of the construction of the subject project. This action will involve an estimated total cost of $491,000 with substitution funds in the amount of $417,350.

This request is based on the August 6, 1980 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

DRH:bke
Attachments

cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R2067
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 8-8-80

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		US 26, 2.6 mi. W. of Multnomah Co. Line, E 3.0 mi.	ADT	79,600			10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
3	Overlay & Median Barrier								F-IX-HES-	27-2

CARD 4

CLASS OF FEDERAL FUNDS: Consolidated Primary, Interstate Substitution General Funded, Hazard Elimination

NAME OF URBAN AREA: Portland

COUNTY NAME: Multnomah & Washington 051

ROUTE NO. P — FEDERAL-AID 27 (32) — STATE 47 (36) (37) — U.S. 26

17-31

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Cedar Hills Blvd. Intchge.-Sylvan Intchge. "					
5					ROW							
5					CONST (CODE) 6201 SFTY		(F) (IX) (HES)	3.0	1.264,000 491,000 400,000	1,114,200 417,350 360,000	149,800 73,650 40,000	(88.15%) (85 %) (90 %)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	1	DRH		3.0	2,155,000	1,891,550	263,450
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS

34-1415

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

8-8-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OCATION (45 typewriter spaces) 2.6 mi. W. of Multnomah Co. Line, E 3.0 mi.	ADT	PRESENT 79,600	FUTURE	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 010 823 141	ITEM NO. 00126

35 typewriter rier	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S) F-IX-HES-	NUMBER 27-2	SEQ. NO. (6)	I. Projects Only POST MI.	DESIG.

Interstate Substitution General Funded, Hazard Elimination

Portland

COUNTY NAME: Multnomah & Washington 051 CODE 067

ROUTE NO. P — FEDERAL-AID 27 — STATE 47 — U.S. 26

PROGRAM STAGE ☐ 1 OR ☐ 2

E	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
		"Cedar Hills Blvd. Intchge.-Sylvan Intchge. "						
T		(F) (IX) (HES)	3.0	1.264,000 491,000 400,000	1,114,200 417,350 360,000	149,800 73,650 40,000	(88.15%) (85 %) (90 %)	ROW-210' normal; Access Control-partial. Parking Restrictions-partial.
DRH		PROJECT TOTALS	3.0	2,155,000	1,891,550	263,450		
				(16) (23)	(24) (33)			

DATES 10-4-79

REMARKS

-over-

Cedar Hills Blvd. Intchge.-Sylvan Intchge. Section
Project No. F-IX-HES-27-2(6)

Existing Facility:

Roadway----- Bituminous surfaced divided roadway providing 4-12 ft. travel lanes, 10 ft. outside shoulders, 6 ft. inside shoulders and median of 6 ft. to 31 ft.

Structures--
a) M.P. C69.18, U X'ing Hwy. 144 Conn. Br. #A9606, VC 17'08", HC 26'.
b) M.P. 69.19, Beaverton-Tigard Hwy. 144 (FAP 79) BR. #6980, RCDG spans, length 196', HCEB 34'06", HCWB 39'06", loading H-20.
c) M.P. C69.22, U X'ing SW Parkway Hwy. 144 Conn. Br. #A9607 V.C. 24'04", HC 26'.
d) M.P. 70.83, Sylvan O'xing (FAP 32) Br. #2285, RCDG spans, length 220', HCEB 26'-10", HCWB 26'10", loading H 15.
e) M.P. 71.30, U X'ing Conn. Sylvan Br. #A8650, VC 15'09", HCEB 47'07", HCWB 74'08".

Adjacent Sections:

East End -- Bituminous surfaced 4-lane divided with 16 ft. median.

West End -- Bituminous surfaced 4-lane divided with 84 ft. median.

Project Data: Work under this project consists of H-T pavement Overlay, Bridge Deck Overlay with asphalt membrane, install GM type concrete median barrier from M.P. 68.74 to M.P. 71.30, remove existing median barrier, pave median area and incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: A-95 review exempted under para. 5e.

FHPM 7-7-2 Requirements: Statewide categorical exclusions approved by FHWA on 2-25-80.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Data for PR-37:

Type Code	Total Amount	Fed. Funds
6201	$1,264,000	$1,114,200
6201	491,000	417,350
SFTY	400,000	360,000

Note: 1) This project is in Congressional Di
2) On-the-job trainees, as set forth i
7-2(2), on the project will be dete
and the number stipulated in the PS
3) Included in MSD FY '80 TIP/AE page

lvan Intchge. Section

aced divided roadway providing 4-12 ft. travel
outside shoulders, 6 ft. inside shoulders and
to 31 ft.

B, U X'ing Hwy. 144 Conn. Br. #A9606, VC 17'08",

, Beaverton-Tigard Hwy. 144 (FAP 79) BR. #6980,
, length 196', HCEB 34'06", HCWB 39'06", loading

2, U X'ing SW Parkway Hwy. 144 Conn. Br. #A9607
", HC 26'.
, Sylvan O'xing (FAP 32) Br. #2285, RCDG spans,
', HCEB 26'-10", HCWB 26'10", loading H 15.
, U X'ing Conn. Sylvan Br. #A8650, VC 15'09",
", HCWB 74'08".

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phalt membrane, install GM type concrete median
M.P. 71.30, remove existing median barrier, pave
work common to this type of project.

l required.

ilroads, Water Developments, Historical and
nvolved.

-95 review exempted under para. 5e.

tatewide categorical exclusions approved by

t required under Oregon Action Plan.
t a factor in the development of this project.

Data for PR-37:

Type Code	Total Amount	Fed. Funds	Appn Code
6201	$1,264,000	$1,114,200	010
6201	491,000	417,350	823
SFTY	400,000	360,000	141

Note:
1) This project is in Congressional District No. 1.
2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the project will be determined at PS&E stage and the number stipulated in the PS&E Documents.
3) Included in MSD FY '80 TIP/AE page 147, line 286.

9227

L.

August 6, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that the following project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Cedar Hills Boulevard Interchange-Sylvan
Interchange Section, Sunset Highway

I have directed the Project Management Branch of the Highway Division to process this project with our office to obligate the Federal transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc Metropolitan Service District

bc H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG:bke fn

9227

L.

1859

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
DISTRICT 2A ENGINEER
P.O. Box 565, BEAVERTON, OREGON 97075 PHONE 229-5002

July 29, 1980

Finally!!!
OE RE RME RCE BE
TE RECEIVED RSM
UE JUL 31 1980 RSC
SO REGION I RBI
TO

In Reply Refer to
File No

NOTED
H. S. COULTER

Paul Bulkley
3330 S.W. Ridgewood
Portland, OR 97225

Dear Mr. Bulkley:

Recently you wrote concerning driving conditions on the Sunset Highway off-ramp to Canyon Road.

Since we have received your letter we have not had sufficient opportunity to observe the area under poor weather conditions. However we do recognize that there may be a need for improvement in this area and we plan to take the following action:

1. Place reflective center line buttons on the off-ramp.
2. Investigate the need for additional illumination. There is a overlay and improvement project being developed for the Sunset Highway from Cedar Hills Blvd. to Sylvan. If our studies show illumination warrants are met and funds are available it may be possible to add illumination in this area.

#9176

You have also requested that the Finley Mortuary advertising sign be removed. Although it is bright we do not find that it disorients the driver. I have contacted Mr. Finley and advised him of your complaint. Neither this office or Mr. Finley has received any other complaints about the sign. We will observe the sign again when the Fall rains come, but unless a hazard can be established we do not have the power to insist the sign be removed.

Thank you for your interest in highway safety. If you have any questions, please feel free to give me a call at 229-5002.

Sincerely,

William W. Geibel

William W. Geibel
District Engineer

WWG:bl

BCC - Failmezger

RECEIVED
STATE HWY ENGR

AUG 1 '80

REFER TO

FOR

Info	Inves	R/C	D/A	Sign	Act	File

Form [illegible]

Paul Bulkley

Telephone 2920435

3330 SW Ridgewood Av
Portland Or 97225

2nd July 1980

Department of Transportation
Highway Division
Transportation Building
State Street
Salem, Or.

Gentlemen:

I am extremely concerned about the very dangerous conditions that often prevail at the Hiway 26 off ramp to Hiway 8 (Canyon Road) West bound.

The situation is extremely dangerous when wet and dark:

(a) Road and adjoining surfaces do not reflect car lights at all. One is facing a twisting road of solid blackness.

(b) Add to this treacherous condition the pressure of Hiway 26 traffic and the Sylvan Heights interchabge.

AND FINALLY

(c) The GLARING yellow light of the Finlay Mortuary Bill board sign which completely disorientates the driver.

May I request that this illuminated sign of Finlay Mortuary is removed immediately before someone is killed.

Your immediate assurance that this matter will be rectified would be appreciated. Kindly note that a similar letter was addressed to your regional engineer at Milwaukie on the 14th May and has been ignored.

Yours faithfully,

Paul Bulkley.

RECEIVED
STATE HWY ENGR
JUL -7 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

Construction Cost Planning and Management

estimating; value engineering *cost and productivity analysis*
project scheduling & planning *quantity surveying*

9227

47 N

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: July 28, 1980

MAI
Bridges
2285
6980
9345 & A

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:

Canyon Road Subway, Br. 2285
Cedar Hills Grade Separation, Br. 6980
Cedar Hills Intch., Brs. 9345 & A
Cedar Hills Intch.-Sylvan Intch. Sec.
Sunset Highway
Washington County

In the Cedar Hills Interchange-Sylvan Interchange Section, the subject structures should be overlayed with 1/2-inch asphalt membrane and 1 1/2-inch maximum asphalt concrete wearing surface.

Any existing wearing surface is to be removed.

JEB: dh

cc E. L. Hardt
George Hopkins
Jack Sullivan

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann REM
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
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RECEIVED
JUL 29 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Action

Contains
Recycled
Materials
81-125-1387

2227

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8386
Date: July 18, 1980

File No: 34-1415

TO: FILE

Earl Mershon

FROM: Earl Mershon
Staff Assistant

SUBJECT: Cedar Hills Boulevard-Sylvan Interchange, Sunset Highway
Washington County
Prefix: 34-1415

Bob Prange called me on July 14th regarding the subject project. A question had arisen when we recently provided Project Management with a cost estimate of $2,155,000 for construction. This estimate is based on a July 1980 update by Lyle Watson. The project was originally intended to be triple funded with interstate transfer funds left over from the Sunset Overlays project, Title II Funds to install a concrete median barrier, and state funds to make up the remainder of the project.

In splitting our estimate into the three funding categories, I contacted Dick Bladorn to determine how much money was set up in a Title II Program for this project. Dick told me that the Title II project application had not been received by the Traffic Section. Apparently the Title II application, traffic study, and benefit cost ratio analysis which was submitted with the preliminary engineering packet was held in Project Management and never forwarded to the Traffic Section.

Bob Prange told me that the intent still is to use Title II funds in the amount of approximately $400,000 to fund the concrete median barrier. Project Management will forward the appropriate documents to the Traffic Section to program the Title II funds.

The total estimated cost of construction on this project is $2,155,000. After subtracting the overrun on the Allen Boulevard Interchange from the Sunset Overlays authorization, there is a net federal authorization remaining equivalent to $491,000 total dollars. Subtracting the $400,000 to be funded by Title II funds, the net amount left over is $1,264,000 total dollars. This amount plus the state match for the Title II and interstate transfer funds ($113,600) means that the total state money needed to match the current estimate on this project is $1,377,600.

ECM:hw

cc: M.J. Klotz
S.H. Macnab
R.H. Prange
Richard Bladorn
Dave Long
DE. SWAN

9227 7-10-80

Date July 10, 1980 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Funding exchange with Beaverton File No.

Received (call) (visit) from

Address

Made (call) (XXXXX) to Don Adams Phone

Reason for contact and general discussion: Discussed possibility of asking Beaverton to request MSD to use full FAIX funds on the Cedar Hills Blvd. Interchange-Sylvan project. Adams says No. It is the State that Beaverton is already assisting. Murray-Alice Section on Allen Blvd. was originally an Urban funded project. Unfortunately when the job was switched to Interstate Transfer, a Study Report said OSHD would still provide part of the match. Beaverton agreed to shift IX funds from a Farmington job to TV Hwy at 217 to free-up State dollars for Murray-Alice Section match. They also are using Urban Renewal Funds to cover Cedar Hills at TV Hwy., a $100,000 job previously slated for State funding.

Signature

D. E. Swan

File Circulate: [✓ PMF] LGE OPE FAE CCE [✓ OM] Other

cy: Coulter

7227

CEDAR HILLS BLVD.-SYLVAN INTERCHANGE

Sunset Highway

Narrative Report

3-21-70

The purpose of this project is to overlay this section of the Sunset Highway, including the interchange ramps and to install concrete median barrier. Also included in this project is the illumination of the Cedar Hills Blvd. Interchange as designed by the Bridge Section in Salem.

There are six monuments shown on the plans between "L" 155 + 00 and "L" 171 + 25 that are located in the asphalt pavement. The resident Engineer will have to have these monuments referenced and re-established after the overlay. There is also a monument, that will have to be referenced, where the highway centerline intersects the county line.

The structures over Canyon Road and Highway 217 will require the removal of the existing asphaltic concrete pavement and place an asphaltic membrane over the bridge decks before they are overlayed. The median islands on the two structures will have to be removed before the placement of the new concrete median barrier. The median island on the Canyon Road structure was poured on the existing deck. The crossing over Highway 217 is twin structures and the median island is attached only to one of them. The new concrete median barrier will have to be slightly offset and placed only on one of the structures.

The concrete median barrier will begin at "L" 3172 + 50, which is approximately 2400 feet east of the Cedar Hills Blvd. structure and ends at "L" 149 + 50, which is opposite the gore for the eastbound on-ramp for the Sylvan Interchange. The westerly end of the concrete median barrier will be protected with an earth fill in the landscaped median area and the easterly end will have a standard connection for concrete barrier to metal median rail. In the area where the paved median slopes toward the center, there will be inlets on one side of the concrete barrier with drain holes under it.

The only existing left turn refuge in the section of the Sunset Highway is at S.W. 76th Ave. and it will be closed with the installation of the concrete median barrier. The Washington County Fire Department would like to maintain an access at S.W. 76th Ave. for eastbound emergency vehicles if possible.

Since this is primarily a pavement overlay project there is not any right-of-way required and it does not involve any utilities.

DON BILLINGS
Design Leader

pq

6/03/80 COST SUMMARY ESTIMATE PAGE 1 OF 1

FOR CEDAR HILLS INTCHGE - SYLVAN INTCHGE (OVERLAY & CEDAR HILLS ILLUM)

ESTIMATE BASED ON UNIT PRICES FROM BRUCE WALTON(4-18-80)

ESTIMATE PREPARED FOR KEN LIMBOCKER BY DON BILLINGS

WORK CLASSIFICATION	ITEM DESCRIPTION	UNIT	QUANITY	UNIT PRICE	TOTAL PRICE
GRADING	FLAGGING	HOUR	00001000	22.00	22,000
GRADING	REMOVE CONC. CURB	LIN FT	00016000	2.00	32,000
GRADING	REMOVE ISLAND	SQ YD	00001000	6.00	6,000
GRADING	REMOVE AC FROM STR.	SQ YD	00000290	4.50	1,305
GRADING	REMOVE METAL MED.BAR.	LIN FT	00002600	1.50	3,900
GRADING	REMOVE CATCH INLETS	EACH	00000020	200.00	4,000
GRADING	GENERAL EXCAVATION	CU YD	00009000	10.00	90,000
WORK CLASS SUB					159,205
DRAINAGE	ADJUST MANHOLES	EACH	00000004	500.00	2,000
DRAINAGE	CONSTRUCT G-1 INLET	EACH	00000017	600.00	10,200
DRAINAGE	INSTALL 8" DRAIN PIPE	LIN FT	00000040	20.00	800
WORK CLASS SUB					13,000
PAVING	PLANT MIX BIT. BASE	TON	00005250	15.00	78,750
PAVING	ASPHALT IN BASE	TON	00000290	190.00	55,100
PAVING	CLASS B AC MIXTURE	TON	00031000	14.00	434,000
PAVING	ASPHALT IN MIXTURE	TON	00002015	190.00	382,850
WORK CLASS SUB					950,700
STRUCTURE	ASPHALT MEMBR.ON STR.	SQ YD	00000290	15.00	4,350
STRUCTURE	INSTALL GM MED.BARR.	LIN FT	00013700	19.00	260,300
STRUCTURE	EXTRA FOR GR BARR.CON	LIN FT	00000016	40.00	640
STRUCTURE	SPECIAL METAL MED.BAR	LIN FT	00000065	90.00	5,850
WORK CLASS SUB					271,140
FINAL TOTALS					1,394,045

8 % FOR MOBILIZATION	111,523
4 % FOR TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	55,761
30 % FOR ENGINEERING AND CONTINGENCIES	468,398
ILLUMINATION	70,200

GRADING	REMOVE CONC. CURB	LIN FT	00016000	2.00	32,000
GRADING	REMOVE ISLAND	SQ YD	00001000	6.00	6,000
GRADING	REMOVE AC FROM STR.	SQ YD	00000290	4.50	1,305
GRADING	REMOVE METAL MED.BAR.	LIN FT	00002600	1.50	3,900
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WORK CLASS SUB					159,205
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PAVING	CLASS B AC MIXTURE	TON	00031000	14.00	434,000
PAVING	ASPHALT IN MIXTURE	TON	00002015	190.00	382,850
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FINAL TOTALS					1,394,045

8 % FOR MOBILIZATION	111,523
4 % FOR TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	55,761
30 % FOR ENGINEERING AND CONTINGENCIES	468,398
ILLUMINATION	70,200
TOTAL CONSTRUCTION COST	2,099,927

[illegible]

9227

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

November 5, 1979

In Reply Refer to
File No.:

Mrs. Lucy Sarles
2855 SW 107th Ave.
Portland, OR 97225

Dear Mrs. Sarles:

I have your November 2 letter which expresses your concern for the section of Sunset Highway between Cedar Hills and Sylvan. I share your concern for this section of highway.

We have a project on the Six Year Program for an overlay and median barrier construction for this section. Due to the complexities of the transfer of funds from the Portland urban area to downstate because of the money made available here from the Interstate freeway transfer process, for a time this project was short of funds, however, we were informed last week that complete funding for the project is available and preliminary engineering work will be starting very shortly. We hope to have a project ready for construction during the 1980 construction season.

As always, we appreciate your interest in safety on our highways.

Sincerely,

[illegible] BY
[illegible]

Edward L. Hardt
Region Engineer

ELH/cr
bc H. S. Coulter w/attachment
R. N. Bothman "
Bill Geibel "

RECEIVED
STATE HWY EN
NOV 6 '79
REFER TO
FOR
Info Inves R/D Sign Act File

2855 S.W. 107th Avenue
Portland, OR 97225
November 2, 1979

OE RA RME RCE BE
TE RECEIVED RSM
UE NOV - 5 1979 RSC
SO REGION I RBI
TO

Mr. Ed Hardt, Regional Engineer
State Highway Division
Department of Transportation
P. O. Box 02157
Portland, OR 97202

Dear Ed:

Another winter approaches and I once again am concerned about a particularly hazardous stretch of the Sunset Highway between Sylvan and Cedar Hills.

I understand this area is slated, but not scheduled, for improvement. I learned recently that the money which would have scheduled the work was diverted to the Allen overpass, which evidently required additional funding. I understand, too, that such transfers have to be made from time to time because I have made work requests of you which undoubtedly required a similar transfer since the work was not already budgeted.

The area of Sunset Highway I'm concerned with has been a concern since I first traveled that section twelve years ago, so I am guilty of having put off writing you pointing out my concern. In my defense I have to admit I thought it would be one of the DOT's high priority safety project a number of years ago, and I relegated the matter to the back of my mind thinking it would be accomplished in due course. 'In due course' has not yet happened, and I feel it is vitally important to that person (or persons) driving this particularly hazardous stretch of Sunset to make changes which will alleviate the hazards.

In discussing the problem with Bill Giebel, I suggested immediately installing sight posts to delineate the raised median. Bill indicated, I believe, that the final project would remove the median and precast cement median barriers would be installed.

In addition, the road surface in this area is so bad that aquaplaning is not possible because the vehicles' wheels are actually struggling to swim through extensive ponds of water. Daytime driving through this area in a heavy rain creates a hazardous situation--nighttime driving a horror! The area is without street lighting, the median and the lane delineation lines are invisible and under water, and motorists drive 55-65 mph failing to reduce speed to meet conditions. The ingress/egress to the cemetary at this point and, just a short distance away, to 76th Avenue (including a left hand turn across the highway), make the corridor about as unsafe as could be imagined. Terry Flink at the Sylvan Office assures me that these lanes of travel through the area are 12 - 14 feet wide. Yet the whole corridor 'feels' narrow and perhaps psychologically impacts the motorist into believing the lanes are much narrower. If I have to drive this area on a rainy night I do an awful lot of praying as I enter it, while I'm driving through it, and after I get safely past it.

I do not know if the newly constructed 'elephant burial mounds' at the overpasses along Sunset HIghway were funded from the same safety fund source as would improve the Sylvan-Cedar Hills corridor. If they were I hope further construction will cease and funds be transferred to improving this dangerous situation. This improvement must be one of the highest priorities statewide, I would think, considering that the ADT it experiences is 58,500.

The State Highway Division has always been one of the most concerned and responsive agencies I have ever dealt with, and I am in no way being critical. I am only concerned with improving this particular corridor before further accidents and deaths are experienced here.

My family and friends use this corridor every day. Needless to say if I can be of any assistance concerning this problem I'll be happy to help.

Thank you for your attention to the matter.

Sincerely,

Lucy

Mrs. Lucretia Z. Sarles

enc.

9227 47 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 6, 1979

FILE:

[illegible] BY
[illegible]

FROM: EDWARD L. HARDT
Region Engineer

TO: DON ADAMS
Project Development Manager

SUBJECT: CEDAR HILLS BLVD. TO SYLVAN INTERCHANGE
SUNSET HIGHWAY PAVEMENT OVERLAY AND MEDIAN BARRIER

Recently the Transportation Commission approved a project for a pavement overlay and a concrete median barrier for the section of Sunset Highway between Cedar Hills Blvd. and Sylvan Interchange. The approved project is for fiscal year 1980.

Last fall Mr. Klaboe showed some special interest in installing a median barrier in this section. He asked me to investigate the possibilities of doing so which would require the closing of the left-turn opening in the present median at SW 76th Ave. The attached copy of my report indicates that legally we do have the right to make that closure.

With the approval of the project mentioned above by the Commission, Mr. Klaboe has directed me to see that the project proceeds. Ed Hunter also has called and I told him that the project would be initiated from Metro and the field survey turned in in due time. We very much need the pavement overlay for next (1980) construction season and we also need to install the median barrier immediately so as to prevent very serious accidents which have occurred on this section of highway. Therefore, my request to you is to start work immediately on this project to the end that we have it ready for contract no later than a year from now. The installation of the median barrier can be subject to funding from Title II safety funds and Mr. Hunter requested that when the project is turned in that mention be made of this fact so that a decision can be made as to the funding that will be used.

ELH/cr
Attachment
cc Ed Hunter
Bill Geibel

1 Versteeg ✓
3 Christensen Don
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
MAR 09 1979
ENGINEERING SECTION

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TECHNICAL SERVICES
MAR 8 '79
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

NOTED
E. S. HUNTER

cc Versteeg
George

REFERRED TO
Beard
Stoudenmeyer
Cole ✓
Sample
Eriksen
Watson
Hager
Dorn
Leu
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

9227

L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

March 6, 1979

FILE:

[illegible] BY
[illegible]

FROM: EDWARD L. HARDT
Region Engineer

TO: DON ADAMS
Project Development Manager

SUBJECT: CEDAR HILLS BLVD. TO SYLVAN INTERCHANGE
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With the approval of the project mentioned above by the Commission, Mr. Klaboe has directed me to see that the project proceeds. Ed Hunter also has called and I told him that the project would be initiated from Metro and the field survey turned in in due time. We very much need the pavement overlay for next (1980) construction season and we also need to install the median barrier immediately so as to prevent very serious accidents which have occurred on this section of highway. Therefore, my request to you is to start work immediately on this project to the end that we have it ready for contract no later than a year from now. The installation of the median barrier can be subject to funding from Title II safety funds and Mr. Hunter requested that when the project is turned in that mention be made of this fact so that a decision can be made as to the funding that will be used.

ELH/cr
Attachment
cc Ed Hunter
Bill Geibel

NOTED
[illegible]

cc [illegible]
[illegible]
3-9-79

RECEIVED
TECHNICAL SERVICES
MAR 8 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9227

L.

DATE: February 7, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the March meeting will be a request for the addition of one project and deletion of another project using Interstate Transfer Funds. The Cedar Hills Interchange-Sylvan Interchange Section on the Sunset Highway is to be added and the Sylvan Interchange-Vista Ridge Tunnel is to be deleted from the Six-Year Program.

The Six-Year Program included two overlay projects on the Sunset Highway. They are separated by the Cedar Hills Interchange-Sylvan Interchange Section. The proposed additional section is in critical need of repair. It should have been included in the Six-Year Program instead of the Sylvan Interchange-Vista Ridge Tunnel Section. Construction of the Cedar Hills Interchange-Sylvan Interchange Section will provide for the orderly restoration of these sections. The new project should be constructed during 1980. The estimated cost is $1,465,000. Federal-aid Interstate Transfer Funds in the amount of $1,245,000 are available. State funds in the amount of $220,000 will be used to match these Federal funds. A map showing the location of the projects is attached.

I recommend your approval and request authorization to sign the necessary agreements for and on your behalf.

Attachment

DES:pf

bcc:		
	F. B. Klaboe	C. W. Head
	E. S. Hunter	R. N. Bothman
	D. H. Moehring	J. H. Versteeg
	F. E. Terpin	V. E. Skoog
	E. L. Hardt	George Bell

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 1/4/79

A. IDENTIFICATION:

Proposed Section: Cedar Hills Interchange - Sylvan Interchange Region: I

Highway: Sunset St. Hwy. No. 47 M.P. 68.3 to M.P. 71.3 Length: 3.0

County(s): Washington & Multnomah (Attach Sketch Map)

Recommended Construction Date: 1980 Proposed 6 YP FY 80

Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☒	Sylvan Interchange-Vista Ridge Tunnel	Current 6 YP	1983	620,000
		Recommend		
Cancel ☒		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐ , FAP ☒ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width: No. Lanes	Pvmt.	Shldrs.	Walks	Structures: No.	Tot. Lng.	Extg. Traffic (Year): ADT	Service Level	Proj. Traffic (Year): ADT	Service Level
Existing Facility:	4	12	10	-	N/A		72,400			N/A
Proposed Facility:	Same									

D. DEFINE THE PROBLEM: Existing surfacing is breaking up indicating deterioration and poor ride characteristics. A safety problem exists due to the lack of physical separation of opposing traffic.

E. PROPOSED SOLUTION: Overlay the existing section to provide additional strength and to improve the rideability. Install GM type median barrier to provide physical separation of opposinb traffic.

F. REASON FOR REQUEST AT THIS TIME: Section continues to degrade increasing maintenance costs. Solution to safety problem.

G. COST ESTIMATE

Roadway Work	$ 1,070,000
R/W (Approx: No. of Parcels None, Acres ____, Any Reloc. ____).	-
Structures None	-
Other (Define) GM Median Barrier	345,000
Preliminary Engineering (By Whom) State (metro)	50,000
TOTAL	$ 1,465,000

H. REQUESTED BY: ____
Region Engineer or Section Head

Approval/Disapproval ____ 2/8/79
State Highway Engineer Date

Approval/~~Disapproval~~ ____ 2/8/79
Asst. Director for ~~Operations~~ PP&D Date

Remarks & Action Taken:

Oregon Transportation Commission

Approval Date March 27, 1979

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

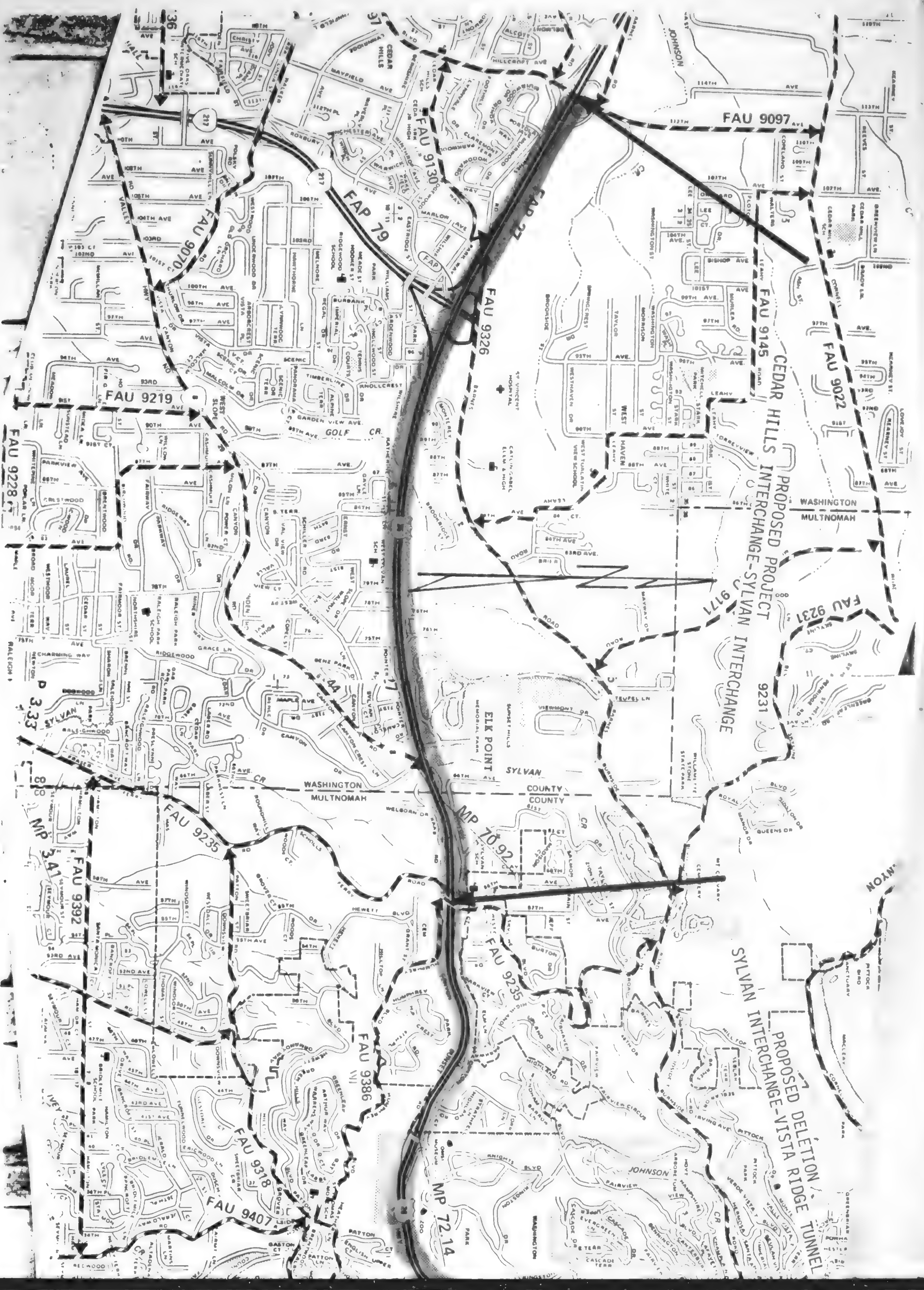
E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

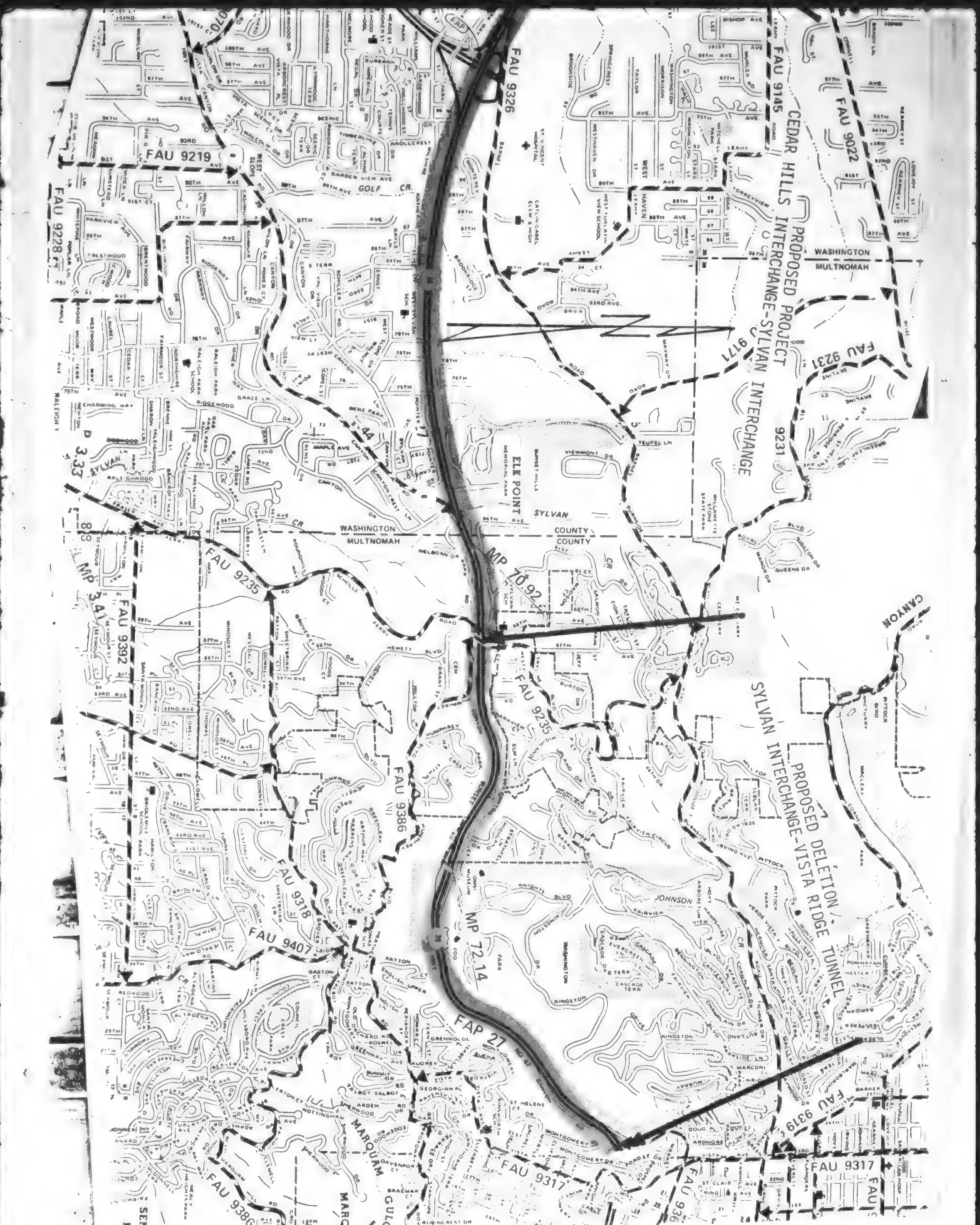
G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:



FAU 9097
FAP 79
217
FAU 9130
FAU 9070
FAU 9219
FAU 9228
FAP 27
FAU 9326
FAU 9145
FAU 9022
CEDAR HILLS PROPOSED PROJECT
INTERCHANGE-SYLVAN INTERCHANGE
FAU 9171
FAU 9231
9231
WASHINGTON
MULTNOMAH
ELK POINT
SYLVAN
WASHINGTON COUNTY
MULTNOMAH COUNTY
P 3.33
MP 3.41
FAU 9392
FAU 9235
MP 70.92
FAU 9235
FAU 9386
FAU 9318
FAU 9407
MP 72.14
JOHNSON
PROPOSED DELETION
SYLVAN INTERCHANGE-VISTA RIDGE TUNNEL
CEDAR HILLS
CANYON


PROPOSED PROJECT
CEDAR HILLS INTERCHANGE-SYLVAN INTERCHANGE
PROPOSED DELETION
SYLVAN INTERCHANGE-VISTA RIDGE TUNNEL
FAU 9326
FAU 9145
FAU 9022
FAU 9219
FAU 9228
FAU 9771
FAU 9231
FAU 9235
FAU 9392
FAU 9386
FAU 9318
FAU 9407
FAU 9317
FAU 9319
FAP 27
MP 70.92
MP 72.14
MP 3.41
P 3.33
WASHINGTON
MULTNOMAH
WASHINGTON COUNTY
MULTNOMAH COUNTY
ELK POINT
SYLVAN
JOHNSON
MARQUAM
CANYON

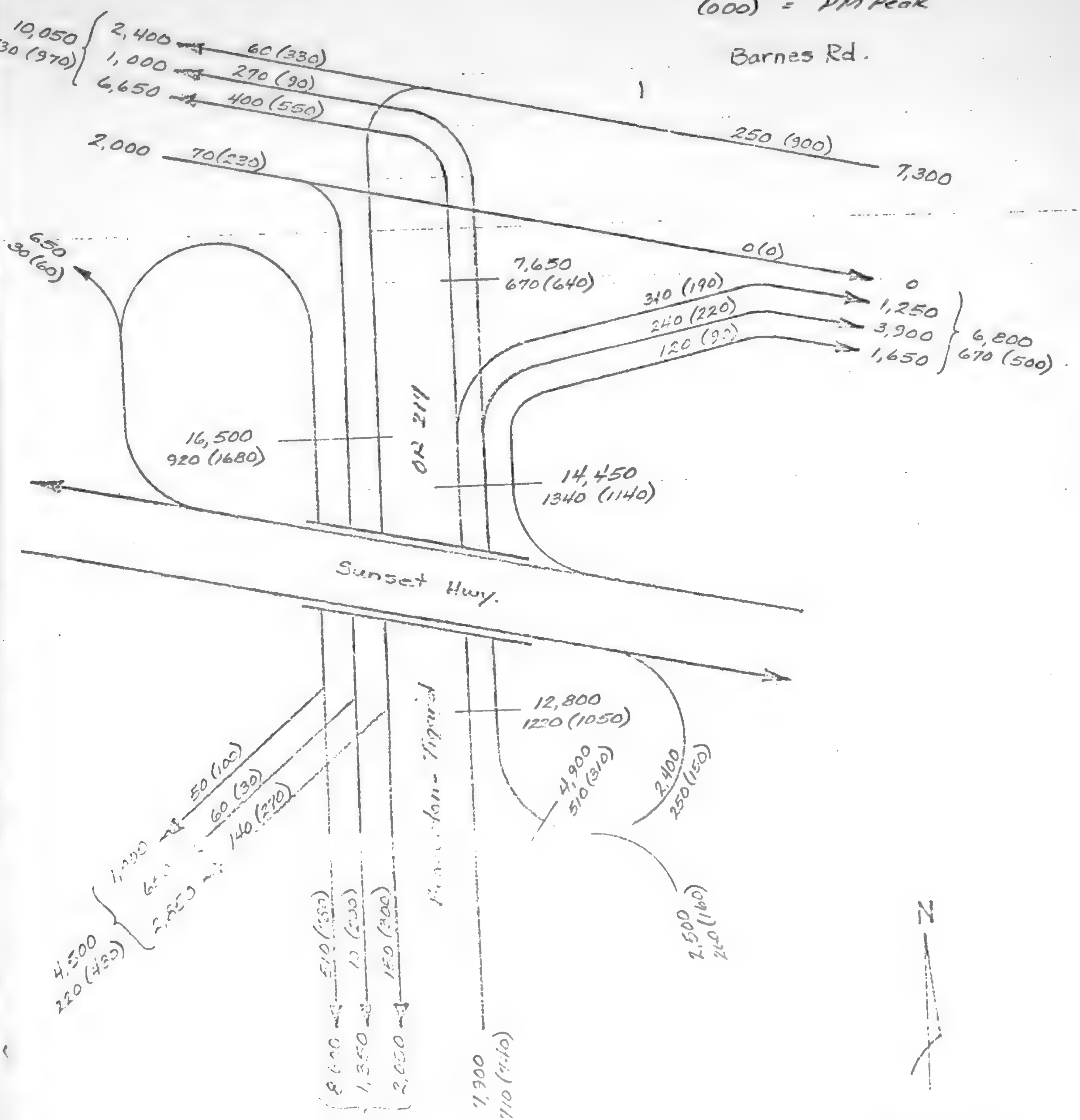
7-27

N

ESTIMATED 1978 DATA

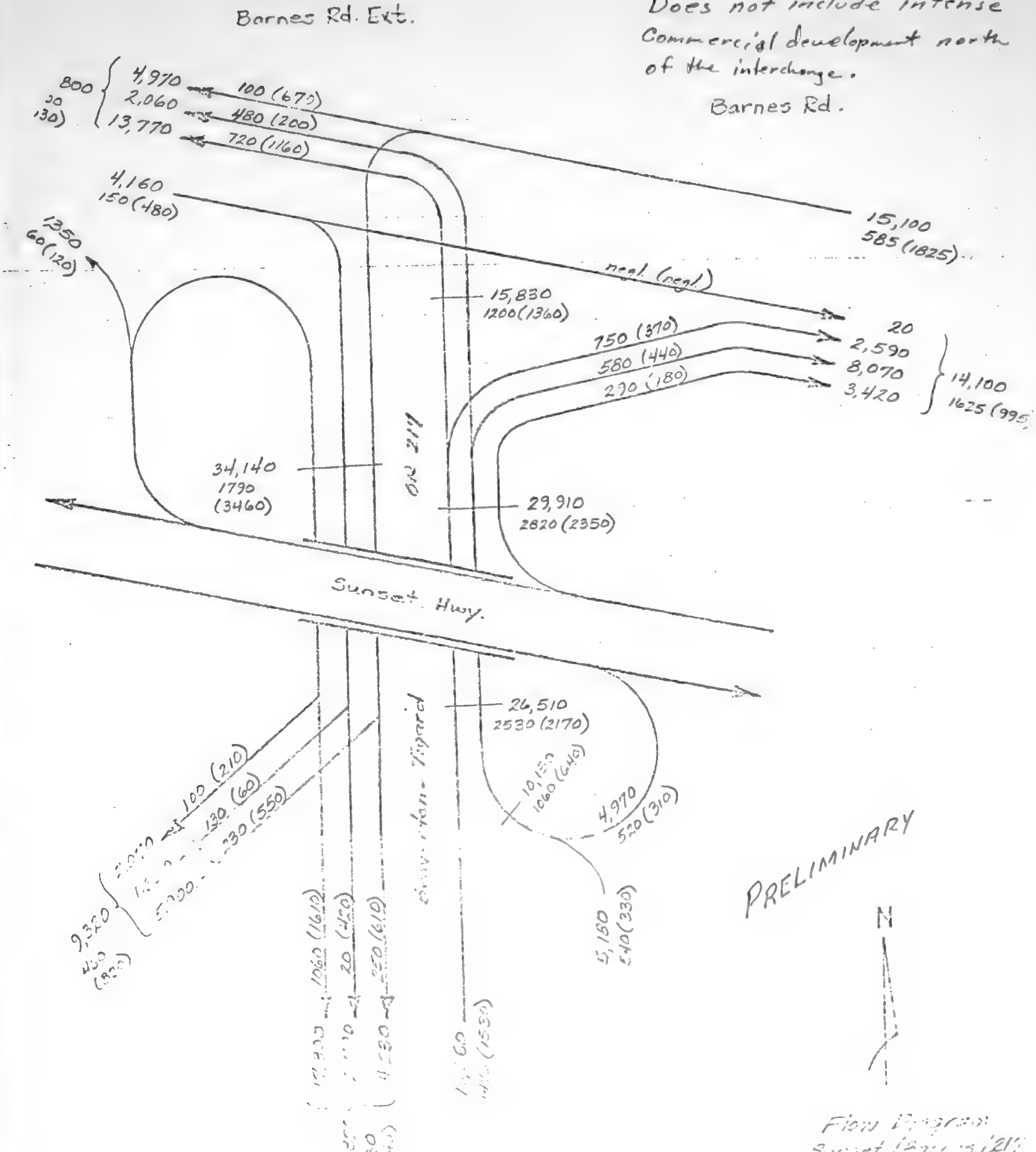
Assumes modified interchange
with Barnes Rd. Ext.

0,000 = ADT
000 = AM Peak
(000) = PM Peak


Barnes Rd. Ext.
Barnes Rd.
10,050
730 (970)
2,400
1,000
6,650
60 (330)
270 (90)
400 (550)
250 (900)
7,300
2,000
70 (230)
0 (0)
0
650
30 (60)
7,650
670 (640)
310 (190)
240 (220)
120 (90)
1,250
3,900
1,650
6,800
670 (500)
16,500
920 (1680)
OR 217
14,450
1340 (1140)
Sunset Hwy.
12,800
1220 (1050)
Beaverton - Tigard
50 (100)
60 (30)
140 (270)
4,500
220 (430)
4,900
510 (310)
2,400
250 (150)
2,500
240 (160)
510 (130)
140 (300)
1,350
2,050
7,300
710 (1140)
N

Flow Diagram
Sunset/Barnes/217
Interchange

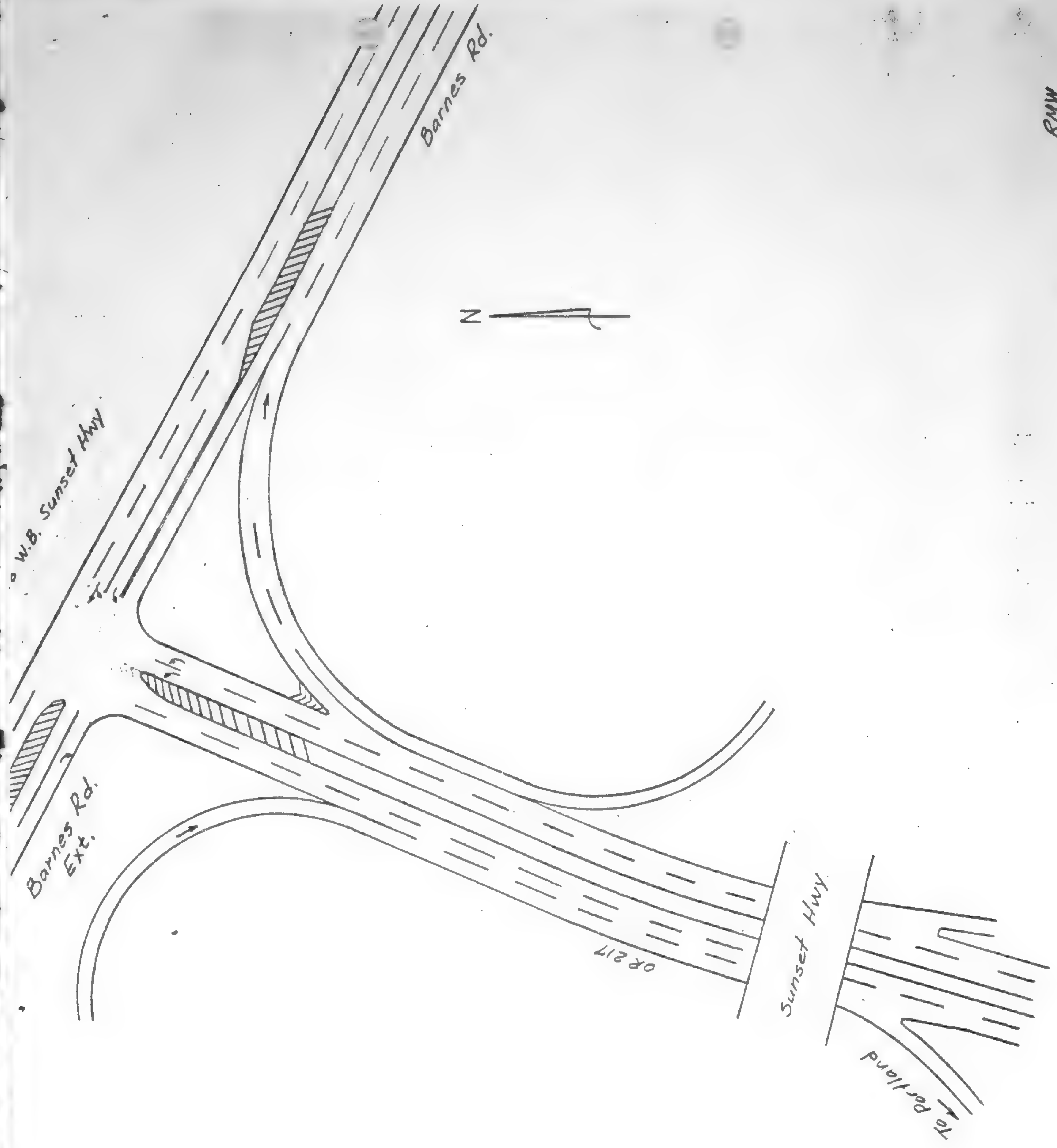
Year 2000 Traffic Volumes
Proposed Interchange, including
Barnes Rd Ext & Forest Park
Development
Does not include "intense"
Commercial development north
of the interchange.



Barnes Rd. Ext.
Barnes Rd.
800
20
130)
4,970
2,060
13,770
100 (670)
480 (200)
720 (1160)
4,160
150 (480)
1350
60 (120)
15,100
585 (1825)
negl. (negl.)
15,830
1200 (1360)
750 (370)
580 (440)
290 (180)
20
2,590
8,070
3,420
14,100
1625 (995)
OR 217
34,140
1790
(3460)
29,910
2820 (2350)
Sunset Hwy.
26,510
2530 (2170)
Beaverton - Tigard
10,150
1060 (640)
4,970
520 (310)
5,180
540 (330)
100 (210)
130 (60)
230 (550)
9,320
450
(820)
1060 (1610)
20 (420)
250 (610)
1530
(1550)
PRELIMINARY
N

Flow Diagram
Sunset/Barnes/217
Interchange

RMW
12-6-78


Barnes Rd.
o W.B. Sunset Hwy
N
Barnes Rd. Ext.
OR 217
Sunset Hwy
To Portland

9227 47

Salem, Oregon
December 27, 1978

J. H. Versteeg
Engineering

Overlay Priorities
Sunset Highway

E. L. Hardt
Region I Engineer

This is in response to your letter of December 21, 1978.

Final Design is working on the Merle Undercrossing-Cedar Hills Boulevard project and expect to open bids in March. We have stopped work on the Sylvan Interchange-Vista Ridge Tunnel project and placed it in the inactive file.

The Cedar Hills Boulevard-Sylvan Interchange project is not funded on the current six year program. Until such time as this project is added to the six year program, we are not authorized to work on it.

JHV:ab
cc: L. W. Rulien
D. H. Moehring
F. E. Terpin
R. N. Bothman
W. W. Geible

___ Versteeg ___
3 Christensen ___
___ George ___
2 Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Anderson ___

RECEIVED
DEC 27 1978
ENGINEERING SECTION

___ Trout ___
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Action ___

REFERRED TO
___ Beard ___ Stoudenmeyer ___
___ Cole ___ Sample ___
✓ Eriksen J.E. ___ Watson ___
___ Hager ___ Dorn ___ Lau ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
December 21, 1978

FILE:

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: SIX-YEAR PROGRAM OVERLAY PRIORITIES
Sunset Highway

TO: HAL VERSTEEG
Head, Engineering

I have been trying, without success, since last June to get the priorities corrected on several overlays shown on the 6-year program for the Sunset Highway. I've attached copies of my June 7 letter to Larry Rulien and my September 13 letter to Don Adams on the subject. Now I learn that your office is doing the design work on the Sylvan Interchange-Vista Ridge Tunnel Section. My request is that you stop working on this project since it shouldn't be done ahead of the other two projects.

I've sent copies of this letter to Messrs. Rulien, Moehring and Terpin with the hope that between them they can get the Sylvan Interchange-Vista Ridge Tunnel project stopped, or at least slowed down, and the Cedar Hills Blvd.-Sylvan Interchange project going so as to reflect the true priorities of the need for the overlays.

Attachments
cc: Larry Rulien w/attachments
Dave Moehring w/attachments
Frank Terpin w/attachments
Bob Bothman w/attachments
Bill Geible w/attachments

1 Versteeg
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 22 1978
ENGINEERING SECTION

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Region 1 - Milwaukie
September 13, 1978

EDWARD L. HARDT
Region Engineer

SURVEY AUTHORITIES FOR OVERLAYS ON THE SUNSET HIGHWAY

DON ADAMS
Project Development Manager

I have just received a copy of an approved survey authority for two overlays on the Sunset Highway --- one from Merle Undercrossing to Cedar Hills Blvd. and one from Sylvan Interchange to the Vista Ridge Tunnel. In June I wrote to Larry Rulien and asked him to make a substitution of two Sunset Highway overlays that appeared in the Six-Year Program. I have attached a copy of my letter for your information.

In case there is any confusion about our priorities for overlays on this highway, listed below are these priorities.

1) Merle Undercrossing-Cedar Hills Blvd.

2) Cedar Hills Blvd.-Sylvan Interchange

3) Sylvan Interchange-Vista Ridge Tunnel

I would appreciate it if you would arrange to do the survey and, of course, the actual overlay on the Cedar Hills Blvd.-Sylvan Section before the Sylvan-Vista Ridge Tunnel Section. The Cedar Hills Blvd.-Sylvan Section also is the section in which we badly need a median guardrail and the Six-Year Program project carries the median barrier as an item of that project.

If you need any justification for this substitution, please let us know.

ELH/cr
Attachment
cc Bill Geibel

Region 1 - Milwaukie
June 7, 1978

EDWARD L. HARDT
Region Engineer

SIX-YEAR PROGRAM OVERLAY PRIORITIES

L. W. RULIEN
Policy & Program Development

Our review of the Six-Year Highway Improvement Program, as approved by the Commission on February 22, indicates an order of priority of overlays on the Sunset Highway which does not match the present condition of that highway. Project #104 (page 11), an overlay of the Sunset Highway between Sylvan Interchange and the Vista Ridge Tunnel, is shown to be done on Program B, whereas Project #129, an overlay on the Sunset Highway between Cedar Hills Blvd. and Sylvan Interchange, is shown under Program A. Due to the relative distress of these two sections of pavement, we would request that Project #129 be placed in Program B and Project #104 be placed in Program A. I'm not sure whether this presents any problem for you, but we would appreciate your making the change, if possible.

ELH/cr
cc Don Adams
Bill Geibel

9227

N

Salem, Oregon
March 1, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

E. S. Hunter
Technical Services Engineer

Cedar Hills Interchange
Sunset Highway
Washington County

The interim plan for a solution to the Sunset-217 Interchange problem described in Mr. Bothman's letter of February 1, 1978, will provide short-term (5 year) relief to the traffic problems in this area. From an operational point of view Alternate No. 2 is acceptable.

Plan No. 2 does not provide reasonable access to the four properties north of Barnes Road. Access to these properties would need to be required or restricted to westbound traffic flow for this proposal to operate safely.

Preliminary Design developed a plan similar to Alternate No. 2 with a frontal road north of Barnes Road. The frontal road plan is unacceptable because of the time required for the Environmental Statement, hearings and right-of-way acquisition. A sketch of the frontal road alternate is attached.

In summary, Plan No. 2 is acceptable to handle traffic for the next five years with the exception of the access problem to the four properties northerly of Barnes Road.

JHV:jh
Attachment

RECEIVED
MAR 03 1978
ENGINEERING SECTION

Versteeg
Christensen
George
T Olson
Terpin
Sullivan
Scott
Savage

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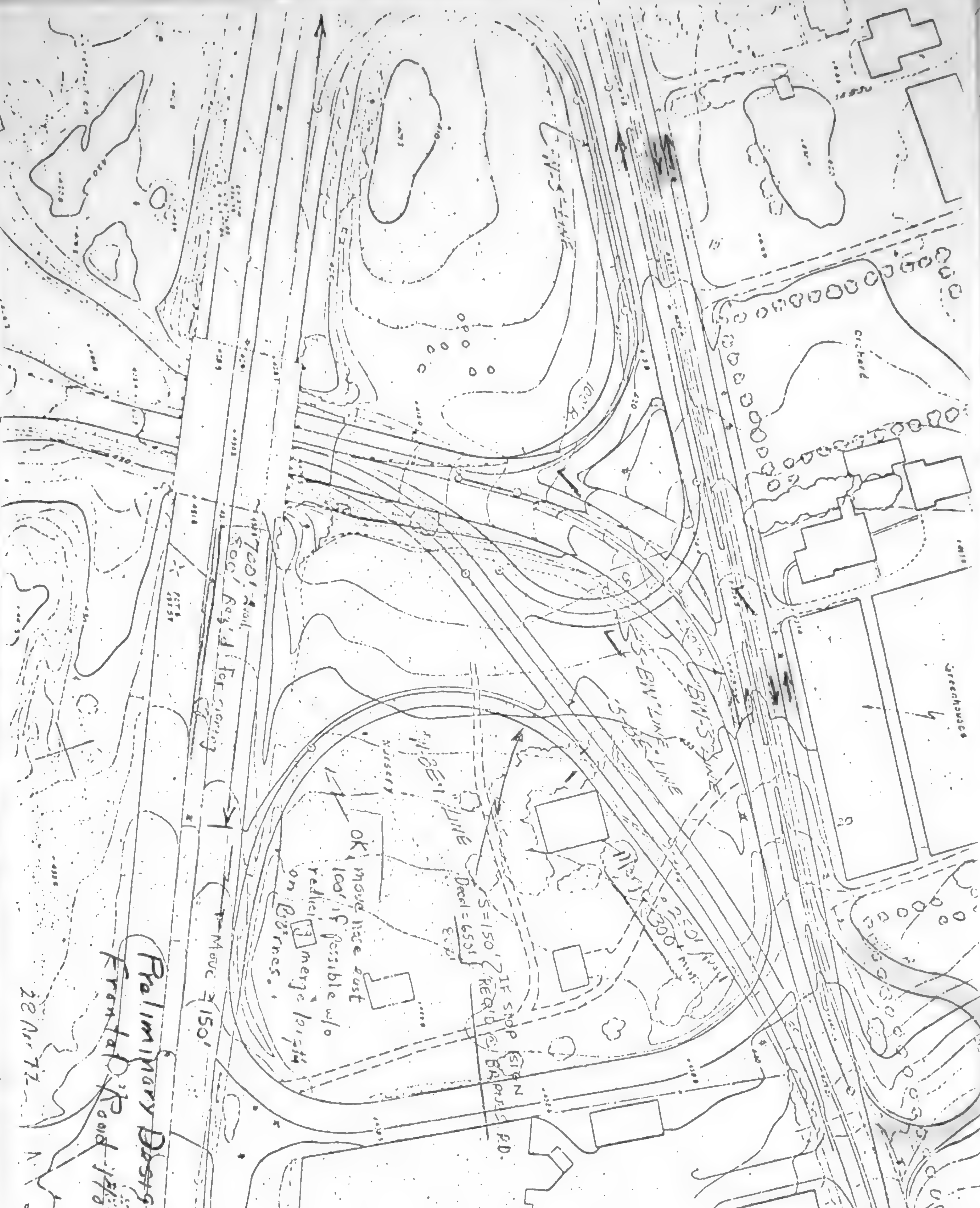

W-S LINE
100' R
700' Avail
500' Req'd for stopping
Move = 150'
Nursery
N-BE LINE
S-BW LINE
BW-S LINE
S-BE LINE
250' Avail
300' min
S = 150'
Decel = 650'
Greenhouses
Orchard

Preliminary Design A
Frontal Road [illegible]

28 Nov 72

OK, move line east 100' if possible w/o reducing [1] merge length on Barnes.

IF STOP SIGN REQ'D @ BARNES RD.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 23, 1978

FILE:

FROM: J. H. Versteeg
Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Cedar Hills Interchange
Sunset Highway
Washington County

Preliminary Design developed a plan almost identical to Alternate 2 as described in Bothman's February 1, 1978, memo except it provided a frontage road on the north and required right-of-way. It was to have been an interim plan for about five years but it was determined that environmental statements, hearings, etc., would take so long that the design would be inadequate almost by the time it was constructed.

Metro's proposal does not require right-of-way but it would require that the accesses north of Barnes Road and west of Highway 217 be permitted a westbound movement only. If such a restriction can be imposed then the plan (Alternate 2) has our approval. It would solve the weave problem on the Sunset until such time as a more permanent solution could be worked out. However, we would recommend that the west bound off to east bound Barnes Road be brought to a stop at Barnes Road rather than the free move as shown. Traffic is light and the stop will introduce the local facility with its attendant accesses.

DNS:ab

Not Sent

9227 47

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Traffic Counts-Cedar Hills Interch.	**TO:** Ron Failmezger
DATE: May 26, 1977	**FROM:** John Hanks

The Design Section has requested an evaluation of level of service conditions for a proposed design revision on the northside of the Cedar Hills Interchange.

I am requesting a 16 hour intersectional count at Barnes Road & Ore 217 plus hourly recorder counts at three locations. See attached map.

Your cooperation in obtaining these counts is appreciated. ✓

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
[illegible]

RECEIVED
MAY 26 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
[illegible]

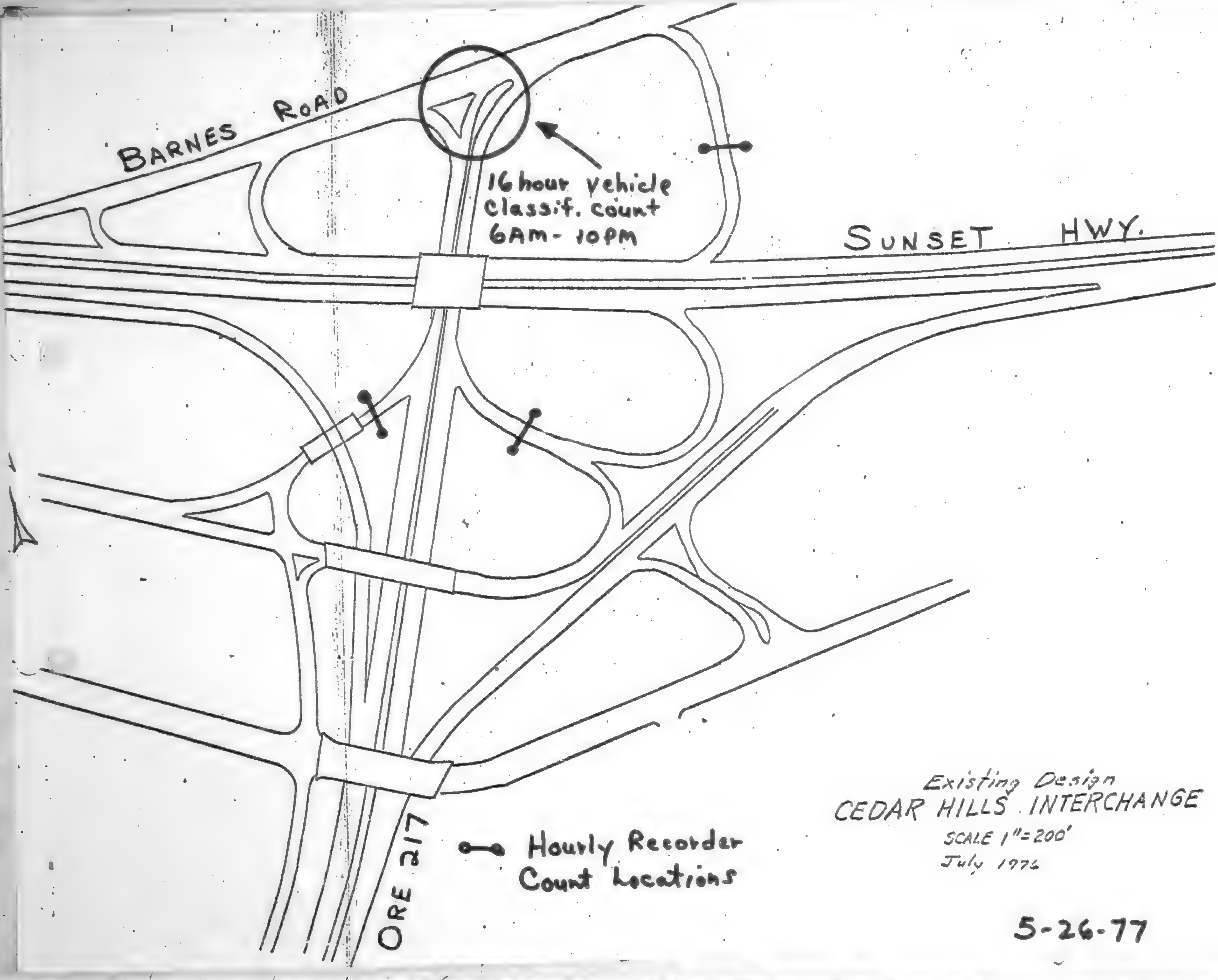
John Hanks
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2


BARNES ROAD
16 hour vehicle
Classif. count
6AM - 10PM
SUNSET HWY.
ORE 217
Hourly Recorder
Count Locations

Existing Design
CEDAR HILLS INTERCHANGE
SCALE 1" = 200'
July 1976

5-26-77

1227 47

August 5, 1976

Mr. Louis Vorhees
1001 N.E. Hawthorne
Hillsboro, Oregon 97123

Re: Cedar Hills Interchange
Sunset Highway
Washington County

Your letter of July 20 to our Region office has been forwarded to this office for comment.

Your suggested revision to the Cedar Hills Interchange is similar to one of our designs which was considered as a stop-gap measure. Our proposal also provided a westbound off-ramp east of the present structure for access to Barnes Road.

Revision to this interchange is somewhat up in the air at the moment. There is uncertainty as to development in the area, there is a transit study underway in this corridor and uncertainty as to availability of funds with possible transfer of Mt. Hood Freeway moneys all weigh on this decision.

We do thank you for your interest in this matter.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

DNS:jh
cc: Ed Hardt
Maury Payne
Ronald W. Failmezger
Bill Geibel

RECEIVED
AUG 0 4 1976
ROAD DESIGN SECTION

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 28, 1976

Mr. Louis Vorhees
1001 NE Hawthorne
Hillsboro, OR 97123

Re: Sunset Hwy @ Cedear Hills
Interchange

Dear Mr. Vorhees:

The North half of the Cedar Hills Interchange with the Sunset Highway is currently under study for redesign by our Salem Design Section. I am passing along your thoughts concerning traffic handling to them.

Thank you for taking the time to sketch out your thoughts and write your letter to us.

Very Truly Yours,

ORIGINAL SIGNED BY
R. W. FAILMEZGER

Ronald W. Failmezger
Region Traffic Engineer

bc Edward L. Hardt
Adrian Olson
Maury Payne
Bill Geibel

[illegible]

Versteeg ✓
Olson
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
JUL 29 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Form 81-734-3122

20 July 76

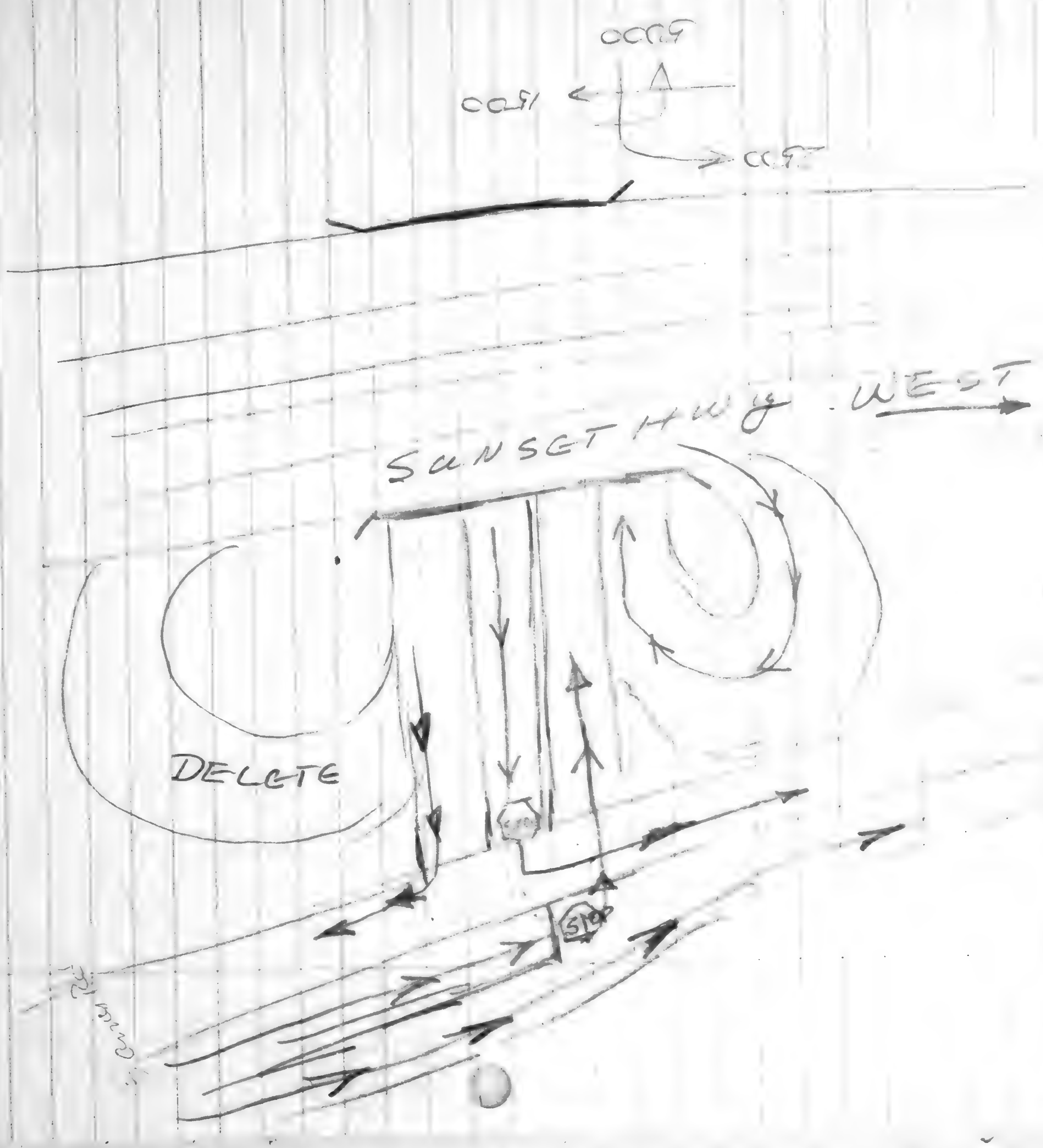
Dear Sir

I drive the Sunset Hwy every day - and the flow - genrally jams at the cedar hills intersection. - I have an Idea that may prove feasable.

If you dont have any thing to do with it please forward it to someone who does

Respectfully
Louis Voorhies
1001 N/E Hawthorne
Hillsboro Ore
97123

ENV
LOC


SUNSET HWY WEST
DELETE
STOP
Cannon Rd

1980 Hood River Br. (Hood River) 9228
Sec. on the Mt. Hood Hwy. (Grad.,
pav., struc. & ill.)

RR 1037

10/15/80
3/10/81

C&A 7503

5/6/81

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 10	COUNTY Hood River	DIVISION Oregon
DATE OF REPORT 5-24-85	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. BRF-24(27)
COMPLETION DATE (Actual) 9-23-82	ACCEPTANCE DATE BY CONRTACT AGENCY July 11, 1984	TIME ELAPSED 654/680 = 96 %	CONTRACT TIME 580 Calendar Days

LOCATION Hood River Crossing on the Mt. Hood Highway at the city of Hood River, Hood River County, Oregon.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
HWY ENGR
MAY 29 '85
REFER TO
Fredrickson
FOR

Info	Intes	R/O	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Cg
5/31

HOOD RIVER BRIDGE (HOOD RIVER SECTION)
MT. HOOD HIGHWAY
GRADING, PAVING, STRUCTURE & ILLUMINATION

This project provided for the replacement of the Hood River Bridge and associated approach grading.

The final cost of the original contract bid items was $2,158,981.86 or a 2.1 percent underrun of the contract bid amount of $2,204,506.00. The final cost of the project including all contract changes and engineering was $2,673,629.821.

The contract provided 580 calendar days. The contractor was granted an additional 100 calendar day time extension. The work was completed within the resultant 680 calendar day time limit.

All participating work has been completed.

All signing and striping is complete.

A final inspection of the completed work was made by FHWA on November 5, 1982.

#########

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Signed by D. B. Carter Area Engr.		SIGNATURE	
TITLE Area Engineer	DATE MAY 28 1985	TITLE Field Operations Engineer	DATE MAY 28 1985

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9228

July 26, 1984

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9228

Gentlemen or Ladies:

On July 18, 1984, we wrote to you concerning release of final payment on Contract No. 9228 awarded to Ross Bros. Construction, Inc. for work on the Hood River Bridge (Hood River) Section of the Mt. Hood Highway in Hood River County.

The total contract amount is $2,352,160.30 including $77,660.97 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, OR 97303

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
BL&B Contractors, Inc. Contract No. 9743	NE Siskiyou St.-NE Broadway St. Multnomah County	7/2/84
Ross Bros. Const., Inc. Contract No. 9228	Hood River Br. (Hood River) Hood River County	7/11/84
Wildish-Corvallis Const. Co. Contract No. 9453	Geary St.-Albany Ave. (Albany) Linn County	7/11/84
Baker Redi-Mix, Inc. Contract No. 9562	Hermiston-Old Oregon Trail Umatilla County	7/11/84
Mocon Corporation Contract No. 9277	Columbia River Br.-SE Powell Blvd. Multnomah County	7/12/84
Hamilton Const. Co. Contract No. 9508	S. Umpqua R. (Missouri Bottom) Br. Douglas County	7/17/84
Swanston Equipment Co. Contract No. 9565	Coast Feeder Hwys Raised Pavement Markings Various Counties	7/18/84
Morse Bros., Inc. Contract No. 9572	3rd & 4th Streets (Corvallis) Benton County	7/25/84
Columbia Excavating, Inc. Contract No. 9468	SW 72nd Ave. Intch. (Tigard) Washington County	7/25/84

July 25, 1984

for W. E. Schwartz, P.E.
Asst. State Highway Engineer

BMW:mk

CPC/FL6/JULY

1236 F

February 14, 1984

Mercer Industries, Inc.
PO Box 10166
Portland, OR 97210

CON 5
#9228

Attention: Thomas D. Bond
Corporate Counsel

Gentlemen:

Thank you for your letter dated January 31, 1984, and the Release of Bond Claim. This claim had been filed on November 23, 1983, and was for materials in the amount of $8,969.87.

You state this is in reference to the Ross Bros. Construction Inc., Contract No. 9228 for work on the Hood River Bridge Section of the Mt. Hood Highway in Hood River County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
cc: Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

2-14-84 kjm

MERCER
INDUSTRIES, INC.

MERCER INDUSTRIES, INC.
2636 N.W. 26th AVE., PORTLAND, OREGON 97210
P.O. BOX 10166
AREA CODE 503 226-2511
AN EQUAL OPPORTUNITY EMPLOYER

January 31, 1984

Oregon State Highway Department
Mr. Robert Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem, Oregon 97310

Subject: Hood River Bridge
Oregon State Highway Contract No. 9228
Bond Claim of Mercer Industries, Inc.
for $8,969.87

Gentlemen:

Enclosed is our Release of Bond Claim regarding the above entitled matter.

Very truly yours,

MERCER INDUSTRIES, INC.

Thomas D. Bond
Corporate Counsel

TDB/jf

Encl.

cc: Ross Brothers Construction, Inc.
Safeco Insurance Co. of Oregon,
c/o K.L.&K. Associates

RECEIVED
FEB 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE OF BOND CLAIM

To: Norma Paulus
Secretary of State
Salem, OR 97310

$8,969.87

Mercer Industries, Inc. hereby releases its claim against the Bond taken from Safeco Insurance Co. of America as surety, and Ross Brothers Construction, Inc. as principal, with respect to materials Mercer furnished Ross Brothers for the work to be performed by Ross Brothers known as the Hood River Bridge, Mt. Hood Highway, Hood River County, Oregon State Highway Contract No. 9228.

Dated this 31 day of January, 1984.

Mercer Industries, Inc.

By: Thomas D. Bond
Corporate Counsel

RECEIVED
FEB 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-263

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 1 1983
NORMA PAULUS
SECRETARY OF STATE

November 29, 1983

IN REPLY REFER TO FILE NO.:

CON 5
#9228

Mercer Industries, Inc.
PO Box 10166
Portland, OR 97210

Attention: Thomas D. Bond
Corporate Counsel

Gentlemen or Ladies:

This will acknowledge your letter and Notice of Claim dated November 23, 1983, concerning the following Highway Division contract:

FILED BY:	Mercer Industries, Inc.
AMOUNT:	$8,969.87 not including interest
FOR:	Materials
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
CONTRACT NO.:	9228
PROJECT:	Hood River Bridge, Mt. Hood Highway, Hood River County
SURETY:	Safeco Insurance Company of America
AGENT:	K L & K Associates, Inc.

Dec. 2, 1983
kjm

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

MERCER INDUSTRIES, INC.
MERCER INDUSTRIES, INC.
2636 N.W. 26th AVE., PORTLAND, OREGON 97210
P.O. BOX 10166
AREA CODE 503 226-2511
AN EQUAL OPPORTUNITY EMPLOYER

November 23, 1983

Mr. Robert Gormsen
Commission Services
Oregon State Highway Division
Room 121 - Transportation Building
Salem, OR 97310

Re: OSHD Contract #9228
Hood River Bridge
Bond Claim of Mercer Industries, Inc. for $8,969.87,
Not Including Interest

Dear Mr. Gormsen:

Attached is our "NOTICE OF BOND CLAIM" regarding the above referenced job. Please provide as required by Oregon revised statutes appropriate notice of our bond claim to the Secretary of State, the prime contractor, and to the prime's surety.

Thank you for your cooperation and assistance.

Very truly yours,

MERCER INDUSTRIES, INC.

Thomas D. Bond
Corporate Counsel

TDB:sd

Attachment

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF BOND CLAIM

TO: Norma Paulus
Secretary of State
Salem, Oregon 97310

NOTICE HEREBY IS GIVEN that the undersigned, MERCER INDUSTRIES, INC., has a claim for materials furnished to ROSS BROS. CONSTRUCTION, INC. in the sum of $8,969.87, not including interest, against the bond taken from SAFECO INSURANCE COMPANY OF AMERICA as surety, and ROSS BROS. CONSTRUCTION, INC., as principal, for the work to be performed by ROSS BROS. CONSTRUCTION, INC., known as Hood River Bridge, Oregon State Highway Contract No. 9228. The material supplied by MERCER INDUSTRIES, INC., consisted of steel reinforcing bar and accessories.

DATED this 23 day of November, 1983..

MERCER INDUSTRIES, INC.

By
Thomas D. Bond
Corporate Counsel

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9228 26

ROAD DESIGN SECTION 378-6558

June 8, 1983

E. L. Hardt
Region 1 Engineer, Portland

W. H. Wakerlig
Right of Way Descriptions Supervisor

Hood River Bridge Section
Mt. Hood Highway
Hood River County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
✓ Trout
Wakerlig

RECEIVED
JUN 08 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Act

We are forwarding herewith a reproducible map (9B-2-19) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

9228

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: April 1, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

File: MAI 12 &
CON 5
Contract No. 9228

SUBJECT: CALL FROM FRED MILLER
RE: DISPOSAL OF OLD HOOD RIVER BRIDGE
ON PROPERTY OWNED BY HARRY ENGLISH

A complaint about the disposal of the old Hood River Bridge came to Fred by way of Elmer Murray. Apparently, Mr. English is very unhappy with the way his property was left or with the present condition due to disposal of the old bridge on his property.

I called Reid Meritt. He indicated that the disposal of the bridge was the responsibility of Ross Bros. since we had not designated a location for disposal of the bridge. The deal covering the disposal was between Ross Bros. and English.

Reid said upon conclusion of the project they had looked it over and apparently all, including English, were happy with the way the area was left. Possibly now with heavy rains some other problems may have shown up.

At any rate, Reid is going to take a look at it and see what needs to be done.

cc: Fred Miller
Reid Meritt

This copy was side tracked. It should have preceeded the other memo which you called me about

Sorry

A

DOT DIRECTOR
APR 15 '83

FRED MILLER

1225

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

AGENDA
FEB 14 1983
M 8

CON

DATE: February 3, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Hood River Bridge Section
Mt. Hood Highway, Hood River County
Contract No. 9228

This federal-aid bridge replacement project was completed on September 23, 1982, and now it appears that the final cost will exceed the project authorization by $174,000 or 6.95 percent.

More than $144,000 of the increase is directly attributable to unforeseen subsurface conditions. Bedrock suitable for supporting the footings as designed was found to be from 12 to 21 feet lower than expected and it was necessary to redesign several of the foundations to accommodate the actual field conditions. This required additional excavation and concrete at two bent locations, revision from individual footings and columns to a pile bent at a third location. Additional riprap material was also required to provide protection from scour for bents located in the active stream.

The balance of the overrun consisted primarily of construction engineering costs. Major reasons for this increase were the extra work required to redesign the footings, subsurface exploration to confirm bedrock elevations, and the fact that two project managers shared the supervisory responsibilities for the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $174,000.00 to a new total of $2,677,064.25. This matter will be on the consent calendar for the February 14 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Dale Allen
George Bell

Form 734-3123

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO

378-6318

FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: February 1, 1983

NOTED
W. E. SCHWARTZ

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Hood River Bridge Section
Mt. Hood Highway, Hood River County
Contract No. 9228

This federal-aid bridge replacement project was completed on September 23, 1982, and it now appears that the final cost will exceed the project authorization by $174,000 or 6.95 percent.

More than $144,000 of the increase is directly attributable to unforeseen subsurface conditions. Bedrock suitable for supporting the footings as designed was found to be from 12 to 21 feet lower than expected and it was necessary to redesign several of the foundations to accommodate the actual field conditions. This required additional excavation and concrete at two bent locations, revision from individual footings and columns to a pile bent at a third location. Additional riprap material was also required to provide protection from scour for bents located in the active stream.

The balance of the overrun consisted primarily of construction engineering costs. Major reasons for this increase were the extra work required to redesign the footings, subsurface exploration to confirm bedrock elevations, and the fact that two project managers shared the supervisory responsibilities for the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $174,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Dale Allen
W. R. Meritt
R. D. Church
D. E. Swan

9228

OREGON STATE HIGHWAY DIVISION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hood River Bridge
WEEK ENDING: November 20, 1982
SECTION PREFIX: 14-1093
HIGHWAY: Mt. Hood #35
COUNTY: Hood River
NAME OF JOB: Hood River Bridge
KIND OF WORK: Grading, Paving, Structure & Illumination
CONTRACTOR: Ross Brothers Construction, Inc.
CONTRACT NUMBER: 9228
FED. AID PRO. NO.: BRF-24(27)
DATE OF CONTRACT: November 25, 1980
DATE WORK STARTED: December 15, 1980
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 680 CWD
CALENDAR DAYS USED: 654
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 96
PROJECT AUTHORIZATION: $ 2,503,064.25
ENGINEERING AUTHORIZATION: $ 177,995.68
% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 2,325,068.57
ENGINEERING COST TO DATE: $ 252,000.00
% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 105
EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $ 2,366,498.15
PERCENT OF AUTHORIZATION: 142 %
DATE PROJECT WAS COMPLETED: September 23, 1982
ESTIMATED PERCENTAGE: OVERRUN:
UNDERRUN: 2 %

ESTIMATED PERCENT COMPLETE (ROADWAY)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.
100	100	100	100	100	N/A

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUM. MACADAM	PAVING
MILES IN PROJECT:	0.18	0.18			0.18
MILES PARTIALLY COMPLETED:					
MILES COMPLETED:					
TOTAL ESTIMATED QUANTITIES (CONTRACT):	11,950 CY	2,975 Ton			830 Ton
TOTAL QUANTITIES CORRECTED TO DATE:	11,770 CY	1,920 Ton			1,106 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE:	11,770 CY	1,920 Ton			1,106 Ton
AVERAGE DAILY QUANTITIES:					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME:					
NUMBER OF SHIFTS PER DAY:					
HOURS PER SHIFT:					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.: 200A	footings	columns	box	deck	tension	bridge removal		
PERCENT:	100	100	100	100	100	100		

DAY & DATE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	Cloudy	0		
MONDAY	15	Cloudy	0		
TUESDAY	16	Cloudy-Rain	0		
WEDNESDAY	17	Cloudy-Rain	0		
THURSDAY	18	Cloudy-Rain	0		
FRIDAY	12	Cloudy	0		
SATURDAY	13	Cloudy	0		

K
RECEIVED
NOV 23 1982
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No work.
MONDAY 15	No work.
TUESDAY 16	No work.
WEDNESDAY 17	No work.
THURSDAY 18	No work.
FRIDAY 12	No work.
SATURDAY 13	No work.

REMARKS

This Week: work on semifinal estimate this week.
Next Week: Semi-final estimate will be submitted through region 4.

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*******************************
*                             *
*      F   I   N   A   L      *
*                             *
*    R   E   P   O   R   T    *
*                             *
*******************************
```

SIGNED Henry R. [illegible] LOCATION The Dalles
for W. Reid Meritt, Project Manager

__CONSTRUCTION, 3; __W/BRIDGES, 4; __REGION; __FILE

9228 C

OREGON STATE HIGHWAY DIVISION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hood River Bridge
WEEK ENDING: November 13, 1982
SECTION PREFIX: 14-1093
HIGHWAY: Mt. Hood #35
COUNTY: Hood River
NAME OF JOB: Hood River Bridge
KIND OF WORK: Grading, Paving, Structure & Illumination
CONTRACTOR: Ross Brothers Construction, Inc.
CONTRACT NUMBER: 9228
FED. AID PRO. NO.: BRF-24(27)
DATE OF CONTRACT: November 25, 1980
DATE WORK STARTED: December 15, 1980
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 680 CWD
CALENDAR DAYS USED: 654
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 96
PROJECT AUTHORIZATION: $ 2,503,064.25
EXCLUSIVE OF ENGINEERING: $ 2,325,068.57
ENGINEERING AUTHORIZATION: $ 177,995.68
% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $ 2,366,498.15
ENGINEERING COST TO DATE: $ 252,000.00
% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 105
ESTIMATED PERCENTAGE: OVERRUN: ~~UNDERRUN:~~ 2 %
PERCENT OF AUTHORIZATION: 142 %
DATE PROJECT WAS COMPLETED: September 23, 1982

ESTIMATED PERCENT COMPLETE (ROADWAY)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
100	100	100	100	100	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUM. MACADAM	PAVING
MILES IN PROJECT:	0.18	0.18			0.18
MILES PARTIALLY COMPLETED:					
MILES COMPLETED:					
TOTAL ESTIMATED QUANTITIES (CONTRACT):	11,950 CY	2,975 Ton			830 Ton
TOTAL QUANTITIES CORRECTED TO DATE:	11,770 CY	1,920 Ton			1,106 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE:	11,770 CY	1,920 Ton			1,106 Ton
AVERAGE DAILY QUANTITIES:					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME:					
NUMBER OF SHIFTS PER DAY:					
HOURS PER SHIFT:					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.: 200A	footings	columns	box	deck	tension	bridge removal		
PERCENT:	100	100	100	100	100	100		

DAY & DATE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Cloudy-Rain	0		
MONDAY	8	Cloudy-Rain	0		
TUESDAY	9	Ptly Cldy-Wind	0		
WEDNESDAY	10	Ptly Cldy-Warm	0		
THURSDAY	11	Ptly Cldy-Warm	0		
FRIDAY	5	Cloudy-Rain	0		
SATURDAY	6	Cloudy-Rain	0		

K
RECEIVED
NOV 16 1982
CONSTRUCTION SECTION
CE
CAE
TOE
OCS
SCS
EEO
CA
TC
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No work.
MONDAY 8	No work.
TUESDAY 9	No work.
WEDNESDAY 10	No work.
THURSDAY 11	No work.
FRIDAY 5	No work.
SATURDAY 6	No work.

R E M A R K S

This Week: No work on semifinal estimate this week.

Next Week: The office will be working on semifinal estimate.

SIGNED W. Reid Meritt LOCATION The Dalles
W. Reid Meritt, Project Manager

__CONSTRUCTION, 3; __**W/BRIDGES, 4;** __REGION; __FILE

October 12, 1982

ORG

The Honorable Charles Beardsley
Mayor, City of Hood River
P. O. Box 27
Hood River, OR 97031

Copy [illegible]

Dear Mayor Beardsley:

We appreciate your kind comments about our work on the new highway bridge in Hood River. It is always a pleasure to hear that one of our facilities is so favorably received, especially when it is the result of a cooperative effort.

We appreciate hearing comments such as yours, and I'll pass your letter on to Reid Meritt, Murry Colwell, and the other individuals who worked on the project. It is gratifying to know that their efforts helped to minimize the disruptions which are often a part of a construction project.

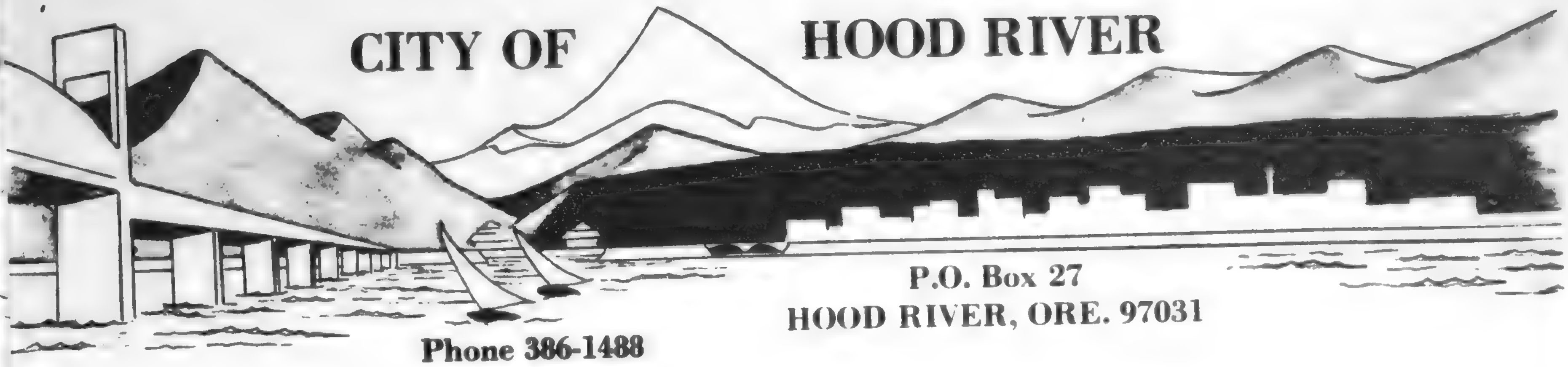
The fact that you took the time to write and convey your thanks to us is most thoughtful. We receive very little correspondence of this type, and know that the people involved will be pleased to know that the project went so smoothly.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc Fred D. Miller
E. L. Hardt
Dale Allen
Reid Meritt
Murry Colwell
George Bell



CITY OF HOOD RIVER

P.O. Box 27
HOOD RIVER, ORE. 97031

Phone 386-1488

October 7, 1982

RECEIVED
STATE HWY ENGR
OCT 11 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

H. Scott Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: New Highway Bridge - City of Hood River

Dear Mr. Coulter:

With the completion of our new bridge, we saw the culmination of years of hard work on the part of many individuals, including, I suspect, yourself. The long term benefits of the project to this community are substantial and we are most grateful.

Although we realize that the efforts of many were necessary to complete the project, I would be remiss if I did not bring to your attention the efforts of two, Mr. Reid Meritt and Mr. Murry Colwell. These two outstanding individuals worked closely with our citizens and officials to keep us advised of progress, minimize disruptions to traffic and commerce, and helped the project blend with our community. Their cooperative attitude and professionalism throughout the project was outstanding and a credit to them as public officials and the Oregon State Highway Division Department. The project, which will certainly improve the quality of life for our community, was built with a mood of enthusiastic cooperation, due in large part, to the constant efforts of Mr. Meritt and Mr. Colwell.

Again, my thanks to you and your exceptionally fine employees, Mr. Meritt and Mr. Colwell, for a job well done!

Sincerely,

Charles F. Beardsley

Charles Beardsley
Mayor

CB/an

F

9228

STATE COPY

2.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-98	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Hood River
MODIFICATION NUMBER 2	Jul 27 1982	Project Number BRF-24(27)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 5, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,669,859.00	$2,725,380.00
Federal funds	$2,135,787.00	$2,180,304.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of July, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon July 26, 1982

Federal-Aid Project
No. BRF-24(27)

Hood River Bridge (Hood River)
Mt. Hood Highway
Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 9+25.63 to Sta. 12+50)(Sta. 19+35 to Sta. 25+00)

Subtotal of previous estimate of May 10, 1982		$ 547,121.00
	SUBTOTAL	$ 547,121.00
	Engineering	82,059.00
	TOTAL	$ 629,180.00

Type Code X381
Structure, Bridge #200A (Sta. 12+50 to Sta. 19+35)

Subtotal of previous estimate of December 14, 1980		$ 1,836,151.00
	SUBTOTAL	$ 1,836,151.00
	Engineering	260,049.00
	TOTAL	$ 2,096,200.00

Length of Roadway ------------ 0.169
Length of Structure ---------- 0.130

Cost of Roadway Per Mile -----$3,722,958.57

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 629,180.00	$ 503,344.00	$125,836.00
Structure	2,096,200.00	1,676,960.00	419,240.00
TOTAL	$2,725,380.00	$2,180,304.00	$545,076.00

Group 1 92% Group 8 8%
Contract No. 9228
Prefix: 14-1989
Prefix: 14-1093

9228

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-110	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Hood River
MODIFICATION NUMBER 1	51182	Project Number BRF-24(27)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 15, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,497,100.00	$ 2,669,859.00
Federal funds	$ 1,997,679.00	$ 2,135,787.00 2,135,887.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of May, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Moehring

Program Management Engineer
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 10, 1982

Federal-Aid Project
No. BRF-24(27)

Hood River Bridge (Hood River)
Mt. Hood Highway
Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 9+25.63 to Sta. 12+50)(Sta. 19+35 to Sta. 25+00)

Subtotal of previous estimate of December 4, 1980 $383,495.00

Additional Items

Conc. in Wall "A" Extension (P.A. #4)	All Required	$ 22,120.00
Claim Settlement (P.A. #6)	All Required	48,000.00
Furn. & Place Cl. 2000 Loose Riprap (E.W.O. #4)	All Required	47,906.00
U.P.R.R. & Mt. Hood Protective Costs (S.F.O. #3)	All Required	45,600.00
		$163,626.00
	Increase	$163,626.00
	SUBTOTAL	$547,121.00
	Engineering	57,069.00
	TOTAL	$604,190.00

Type Code X381
Structure, Bridge #200A (Sta. 12+50 to Sta. 19+35)

Total the same as previous estimate of December 4, 1980 $2,065,669.00

Length of Roadway ------------- 0.169
Length of Structure ----------- 0.130

Cost of Roadway Per Mile ------$3,575,088.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 604,190.00	$ 483,252.00	$120,938.00
Structure	2,065,669.00	1,652,535.00	413,134.00
TOTAL	$2,669,859.00	$2,135,787.00	$534,072.00

Group 1 92% Group 8 8%
Contract No. 9228
Prefix: 14-1989
Prefix: 14-1093

9228

STATE COPY

OMB No. 04-R2089

L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-110	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/15/80	State regon County Hood River Project No. BRF-24(27)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 35, Hood River Br. (Hood River)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-80	0.299
OTHER *(Specify)*		

FUNDS PRO RATA 80.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,497,100.00	$ 1,997,679.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

9228 12/17/80

Oregon State Highway Division
Salem, Oregon December 4. 1980

Federal Aid Project
No. BRF-24(27)

Hood River Bridge (Hood River)
Mt. Hood Highway
Hood River County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 9+25.63 to Sta. 12+50)(Sta. 19+35 to Sta. 25+00)

Mobilization	14 %	All Required	$	29,400.00
Temporary Protection and Direction of Traffic	14 %	All Required		1,400.00
Temporary Signs	213 Sq. Ft.	10.00		2,130.00
Temporary Barricades	1 Each	180.00		180.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin. Ft.	10.00		500.00
Temporary Guardrail, Type 1 Reflectorized	420 Lin. Ft.	9.00		3,780.00
Flagmen	700 Hour	23.00		16,100.00
Temporary Reflective Pavement Markers	20 Each	6.00		120.00
Clearing and Grubbing		All Required		11,000.00
Removal of Structures and Obstructions		All Required		23,700.00
Embankment in Place	11,950 Cu. Yd.	6.00		71,700.00
Trench Excavation	270 Cu. Yd.	20.00		5,400.00
Finishing Roadbed and Slopes		All Required		4,200.00
Furnishing and Placing Topsoil	1,400 Cu. Yd.	8.00		11,200.00
Watering	60 M-Gal.	15.00		900.00
Coarse Aggregate Base	2,500 Ton	8.00		20,000.00
3/4"-0 Aggregate Base	475 Ton	8.00		3,800.00
Class "B" Asphalt Concrete	830 Ton	42.00		34,860.00
12-inch Culvert Pipe	81 Lin. Ft.	15.00		1,215.00
18-inch Culvert Pipe	173 Lin. Ft.	20.00		3,460.00
12-inch Sewer Pipe	204 Lin. Ft.	15.00		3,060.00
18-inch Sewer Pipe	234 Lin. Ft.	20.00		4,680.00
Concrete Manholes	2 Each	1,500.00		3,000.00
Concrete Inlets, Type CG-2	8 Each	700.00		5,600.00
Guard Rail, Type 1	50 Lin. Ft.	13.00		650.00
Guard Rail, Type 1A	565 Lin. Ft.	10.00		5,650.00

Guard Rail, Type 2A	225 Lin. Ft.	12.00	2,700.00
Guard Rail, Type 3	25 Lin. Ft.	27.00	675.00
Guard Rail Anchors, Type 1	1 Each	350.00	350.00
Rail End Pieces, Type B	2 Each	85.00	170.00
Rail End Pieces, Type C	1 Each	160.00	160.00
Concrete Walks	575 Sq. Yd.	16.00	9,200.00
Concrete Curbs	1,500 Lin. Ft.	5.00	7,500.00
Concrete Barrier	125 Lin. Ft.	27.00	3,375.00
Loose Riprap, Class 700	350 Cu. Yd.	21.00	7,350.00
Roadside Seeding and	2 Acre	2,000.00	4,000.00
Pole Foundations		All Required	6,875.00
Roadway Lighting Poles and Bracket Arms		All Required	8,639.00
Luminaires and Ballasts		All Required	11,050.00
Switching, Conduit, Wiring, Lamps, Etc.		All Required	3,766.00
			$ 333,495.00

Anticipated Items

Railroad Protective Cost	All Required	$ 45,600.00
Permanent Pavement Striping	All Required	1,000.00
Remove Pavement Striping, (Temp. Perm.)	All Required	1,000.00
On the Job Trainees (3 at $800)	All Required	2,400.00
		$ 50,000.00

SUBTOTAL	$ 383,495.00
Engineering	47,936.00
TOTAL	$ 431,431.00

Type Code X381
Structure, Bridge #200A (Sta. 12+50 to Sta. 19+35)

Mobilization	86 %	All Required	$ 180,600.00
Temporary Protection and Direction of Traffic	86 %	All Required	8,600.00
Bridge Removal Work		All Required	72,065.00
Shoring, Cribbing, Etc.		All Required	118,000.00
Structure Excavation	2,100 Cu. Yd.	17.00	35,700.00
Structure Excavation Below Elevations Shown	200 Cu. Yd.	20.00	4,000.00
Structural Concrete, Class 3300	590 Cu. Yd.	All Required	109,817.00
Structural Concrete, Class 4000	345 Cu. Yd.	All Required	78,300.00

Structural Concrete, Class 5000	1,845 Cu. Yd.	All Required	710,616.00
Expansion Joints, Type 400	93 Lin. Ft.	125.00	11,625.00
Seal Concrete	540 Cu. Yd.	100.00	54,000.00
Concrete in Walls	105 Cu. Yd.	215.00	22,575.00
Reinforcement in Walls	5,000 lb.	0.50	2,500.00
Reinforcement	395,000 lbs.	All Required	208,108.00
Coated Reinforcement	88,000 lbs.	All Required	59,000.00
Prestressing Steel	148,500 lbs.	All Required	122,492.00
Reinforced Concrete Bridge End Panels	160 Sq. Yd.	58.00	9,280.00
Bearing Devices, Bents 4 and 9	8 Each	700.00	5,600.00
Bearing Devices, Bent 8	2 Each	2,600.00	5,200.00
Pedestrian Handrail	623 Lin. Ft.	26.00	16,198.00
1 1/2 inch Electrical Conduit	625 Lin. Ft.	3.00	1,875.00
		SUBTOTAL	$ 1,836,151.00
		Engineering	229,518.00
		TOTAL	$ 2,065,669.00

Length of Roadway---------- 0.169 mi.
Length of Structure ------- 0.130 mi.
Cost of Roadway Per Mile --$2,552,846.15

Work Retained in Program Status
(not included in amounts below)

Railroad Costs (Temp. Crossing)	All Required	$ 5,000.00
Connect to Exist. Guardrail	All Required	300.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Fed. Funds	State Funds
Roadway	$ 431,431.00	$ 345,144.00	$ 86,287.00
Structure	2,065,669.00	1,652,535.00	413,134.00
TOTAL	$2,497,100.00	$1,997,679.00	$499,421.00

Group 5 92%; Group 8 8%
Contract No. 9228
Prefix 14-1989
Prefix 14-1093

#9228

STATE OF OREGON INTEROFFICE MEMO

TO: Pat Schwartz
Asst. State Highway Engineer

DATE: July 15, 1982

FROM: Dale D. Allen
Region Engineer

SUBJECT: Hood River Bridge Project
Borrow Source Investigation
July 13, 1982

On Tuesday, I met with Djen Su, owner of the restaurant adjacent to our borrow area near the above project.

I advised Mr. Su that if Hood River County had no objection, we would proceed to remove approximately 50 feet of an earth berm on the east side of the area to provide access to the level area and place a few loads of crushed rock adjacent to the back of the lot to accommodate car poolers and fishermen. The County is involved because this road approach would cross a strip of right-of-way they own.

Mr. Su indicated this would be an acceptable solution.

I also advised Region 1 (Harry Woodward) that by working with the County this property could probably be sold at a future date. Mr. Su advised that if it was offered for sale, he would like to be notified. I advised our Right of Way Section (Boyd).

DA:mr

cc: Rep Wayne Fawbush
Harry Woodward
J. B. Boyd
Hood River County - Elmer Murray
Meritt

NOTED
W. E. SCHWARTZ cy
7-19-82

RECEIVED
STATE HWY ENGR
JUL 16 '82
REFER TO
Boyd - Lutz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

re: Senator Jernstedt
telephone call.
WEB

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe, Region 1
Right of Way Supervisor

DATE: July 15, 1982

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Surplus Property
Investigation
Deed Right-of-Way
797, P171, P5, P7

The present proposal to topsoil the borrow area in the southeast quadrant of the intersection of the Mt. Hood Loop Highway and Panorama Drive has been the subject of discussions with the owner of the Sundowner Restaurant and Senator Ken Jernstedt. It is my understanding that Mr. Dale Allen and Mr. Harry Woodward looked at this site and believe it is reasonable to begin a surplus property investigation. Senator Ken Jernstedt thinks this is a reasonable approach.

I understand topsoil has already been placed but fisherman access will not be impaired for the investigation period.

I am including map IR-1-695 and the print of the right-of-way map in the same area in order for you to look at the existing right-of-ways in this area and determine if additional properties could be available for sale or other disposition. A mosaic of the area is also included for your information.

JBB:jh
attach.

cc: Pat Schwartz
Dale Allen
Ed Hardt
Harry Woodward
Senator Ken Jernstedt

RECEIVED
STATE HWY ENGR
JUL 16 '82
REFER TO
FOR

NOTED
W. E. SCHWARTZ

.125-1387

7228

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-24(27)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Hood River

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00053

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/22/81

8. FEDERAL ROUTE NUMBER: Primary 24

9. STATE ROUTE NUMBER: Primary 26

10. GENERAL LOCATION:
Hood River Bridge (Hood River) Section

11. GENERAL DESCRIPTION OF WORK
Builder Risk Insurance

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 7/31/81 this will confirm the advance approval date of 7/22/81 to increase insurance of Contractor to include the State of Oregon for work under Price Agreement #6 which included a 100 day time extendion. This time extension exposed State to potential flood damage. TEC $4,165 Federal Funds $3,332.
(SFO #4)

RECEIVED
STATE HWY ENGR
JUL 12 '82
REFER TO [illegible]
FOR
Orig
7 12 8

14. DATE: 7/6/82

15. SIGNATURE OF APPROVING OFFICIAL: G K [illegible]

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L,

#9228

June 3, 1982

Hood River Bridge Restoration Study.
Option to restore existing bridge instead of removing
under existing contract.

SEE: PAR 7-4-4 - Hood River

9228

January 28, 1982

ADM 3

Mr. Vawter Parker
Attorney at Law
205 Third Street
Hood River, OR   97031

Last summer we discussed the stability of a cutbank which lies along the common property line of the H. W. English property and the State Highway right-of-way near the north end of the old Hood River Bridge.

The Dalles Highway crew has established the approximate northerly right-of-way line which basically lies along the top edge of the cut slope. This right-of-way line was established from the best available records we have been able to find.

I do not have anything new to add other than we will continue to monitor this area for physical change as has been done in the past. The relocation of the old highway should reduce the amount of traffic vibration in this area, and thus reduce the chance of rock fall.

On an inspection of this site, I noticed some small drainage pipes along the top edge of the cut slope. If there is any surface drainage being directed over the exposed gravel face this, too, would add to the possibility of rock being dislodged.

If you have further questions concerning this matter, please call our District Maintenance Supervisor Harry Woodward at 653-3164.

H. S. Coulter, P.E.
State Highway Engineer

HSC:ia

bc E. L. Hardt
Harry E. Woodward

4 2 [illegible]

L.

CON 19

August 31, 1981

Mr. Vawter Parker
Attorney at Law
205 Third Street
Hood River, OR 97031

[illegible]

Dear Mr. Parker:

You wrote in April regarding the property of Mr. and Mrs. English in Hood River and their concern for the stability of the bank between their property and State Highway 35. I apologize for the delay in answering your letter, but our field crews have had difficulty in determining the right-of-way line between the highway and the English property.

We have had our field geologist inspect the cut bank which lies between the English property and the highway, and he reports that this material is well cemented and extremely resistant to normal weathering. He says that a few rocks may roll down the slope from time to time but, basically, that the unit as a whole is quite stable. Based on this analysis, we do not believe there is any danger to the English property.

District Engineer Harry Woodward has the responsibility for this area of the highway system. His phone number 653-3164 and his address is 9010 Southeast McLoughlin Boulevard, Milwaukie, 97222. He will be in touch with you and Mr. and Mrs. English in order to further discuss their concerns.

Sincerely,

H. S. Coulter
State Highway Engineer

ELH:cp 1b

bc E. L. Hardt
   Harry Woodward

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. COULTER
Highway Engineer

DATE: August 26, 1981

FROM: EDWARD L. HARDT
Region Engineer

Edward L Hardt

SUBJECT: SLOPE STABILITY CONCERNS
OF THE ENGLISHES
HOOD RIVER

In April of this year you forwarded a letter written by Attorney Vawter Parker regarding a slope stability question on property owned by the Englishes in Hood River. Their home is located on a bluff overlooking the construction site for the Hood River bridge and I suspect that their concerns are generated by the vibrations and movement of heavy traffic caused by the bridge construction.

Their home on the bluff is separated from the highway by a cut slope that is probably 20-25 feet high. This is located in cemented gravel and, according to Region Geologist Eshelman, is very stable. I've attached a copy of Mr. Eshelman's report for your information.

Our response to Mr. Parker's letter has been delayed because of our inability to feel confident that we have located the highway right-of-way line in this area. According to our best information the nominal 30-foot right-of-way width falls at the toe of the slope, which means that the Englishes own the slope in question. If this is the case (which I find hard to believe), then we have no responsibility for the slope. District Engineer Harry Woodward will be meeting with Mr. Parker and the Englishes to see if they have some information that will help us pin down the exact right-of-way line, and will also discuss their concerns for the stability of the slope with them.

ELH/cp
Attachment
cc Harry Woodward

RECEIVED
STATE HWY ENGR
AUG 27'81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OK/R
do draft

STATE OF OREG N INTE OFFICE MEMO

TO: Harry Woodward
District Engineer

DATE: July 1, 1981

FROM: C.J. Eshelman C.J. Eshelman

SUBJECT: Slope stability--Hood River Bridge

Investigation was made at the cut area just east of the Hood River Bridge. The material consists primarily of cemented gravels. Some minor spalling of these gravels has occured over the years, but the unit is extremely resistant to normal weathering.

Concern for the safety of a house above the cut has been expressed. I understand the house has been at that location for several years with no stability problems. Vibration caused by heavy equipment in the area may loosen some of the surface gravels, but the unit as a whole should remain stable. I see no danger to the house at this time.

OE RE RME RCE BE MP64±
RECEIVED RBM
UE 1981 RSC
SO REGION I RBI
TO

PARKER, ABRAHAM, BOWE & JAQUES
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

VAWTER PARKER
KENNETH M. ABRAHAM
LARRY S. BOWE
JERRY J. JAQUES

P. O. BOX 497
AREA CODE 503
TELEPHONE 386-1411

18578

April 10, 1981

RECEIVED
STATE HWY ENGR
APR 13 '81
REFER TO Ed Hardt
FOR
Info | Inves | R/C | D/R | Sign | Act | File

Ed make the contact
Investigate & report
R

STATE HIGHWAY ENGINEER
TRANSPORTATION BUILDING
SALEM OR 97310

Re: Hwy 35
Northeast end of Hood River
Bridge in the SE 1/4 SE 1/4
of Sec 25, Tn 3 N R 10 EWM
Hood River County, OR

H. W. English and Alyce E. English, of 100 Hwy 35, Hood River, Oregon, are the owners of land located immediately to the Northeast of the Northeast end of the State Highway 35 bridge across the stream of Hood River.

Throughout the years there has been a continual encroachment by the highway or those using the highway and the highwaymen in clearing rocks and debris on the lands of the Englishes.

The removal of the part of the bluff sluffing off has now reached the point where it is dangerous to the home of the Englishes located on the bluff immediately above.

The Englishes ask that the State Highway Department take action to restrict encroachment on their lands and further to make a fill for growth thereon so that the lateral support to the English property is not further endangered.

The Englishes and the writer would be glad to go over this matter with your representative in this area. The situation, however, is getting so serious that it is asked that immediate attention be given to this particularly while the work of construction of the new bridge is in progress and before it is completed.

Very truly yours,

Vawter Parker
Vawter Parker

VP/ms
cc H W English
100 Hwy 35
Hood River OR 97031

4/22 [illegible]
XC WOODWARD – INVESTIGATE AND REPORT BACK TO COULTER. [illegible]

1928.

L

FORM 81.734.3030

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
THE DALLES, OR 97058
DECEMBER 8, 1981

Walter Bartel

FROM: Walter Bartel,
Ass't Project Manager

TO: Ed Hardt,
Region 1 Engineer

SUBJECT: Hood River Bridge (Hood River)
Mt. Hood Highway
Hood River County
Contract No. 9228

Hiking Trail

Copy FAR 7-4-4 Hood River

As per your request of December 3, 1981 a hiking trail feasibility study was conducted in the field. Prior to discussing the hiking trails specifically, the following are some construction features applicable for consideration.

A six (6) foot wide concrete curb and sidewalk will be constructed on the right or north side of the new roadway. The roadway curb and sidewalk will connect to a 4'-11" wide sidewalk crossing the new structure. The bridge walkway will be separated from traffic by a standard type 'G' parapet rail. A standard galvanized pedestrian rail will be installed along the outside edge of the sidewalk. The pedestrian rail begins at sta. 13+28 Rt. and terminates at sta. 19+45 Rt. Type 1A guard rail will connect to the pedestrian rail end post at sta. 19+45, ending at sta. 25+00 Rt.

EAST BANK TRAIL

A hiking trail along the east bank of the Hood River is feasible from the new roadway and structure. The hiking trail could tie into the concrete sidewalk at sta. 12+95 Rt., continue down the old roadbed to the existing structure, and then meander along the river bank by way of an existing dirt roadway. The dirt road and pavement would remain in place as part of a proposal by Mr. Al Litchens of the Department of Fish and Wildlife to leave the old roadbed area as a parking lot for fishermen.

As a point of interest, 200 feet upstream from the bridge site, a 100 foot high rock face protrudes from the river blocking any further progress in that direction. 1,200 feet downstream the river empties into the Columbia River. A marina is located on the east side of Hood River and is part of the Port of Hood River facilities. The trail would be useful as a "short cut" to the marina.

WEST BANK TRAIL

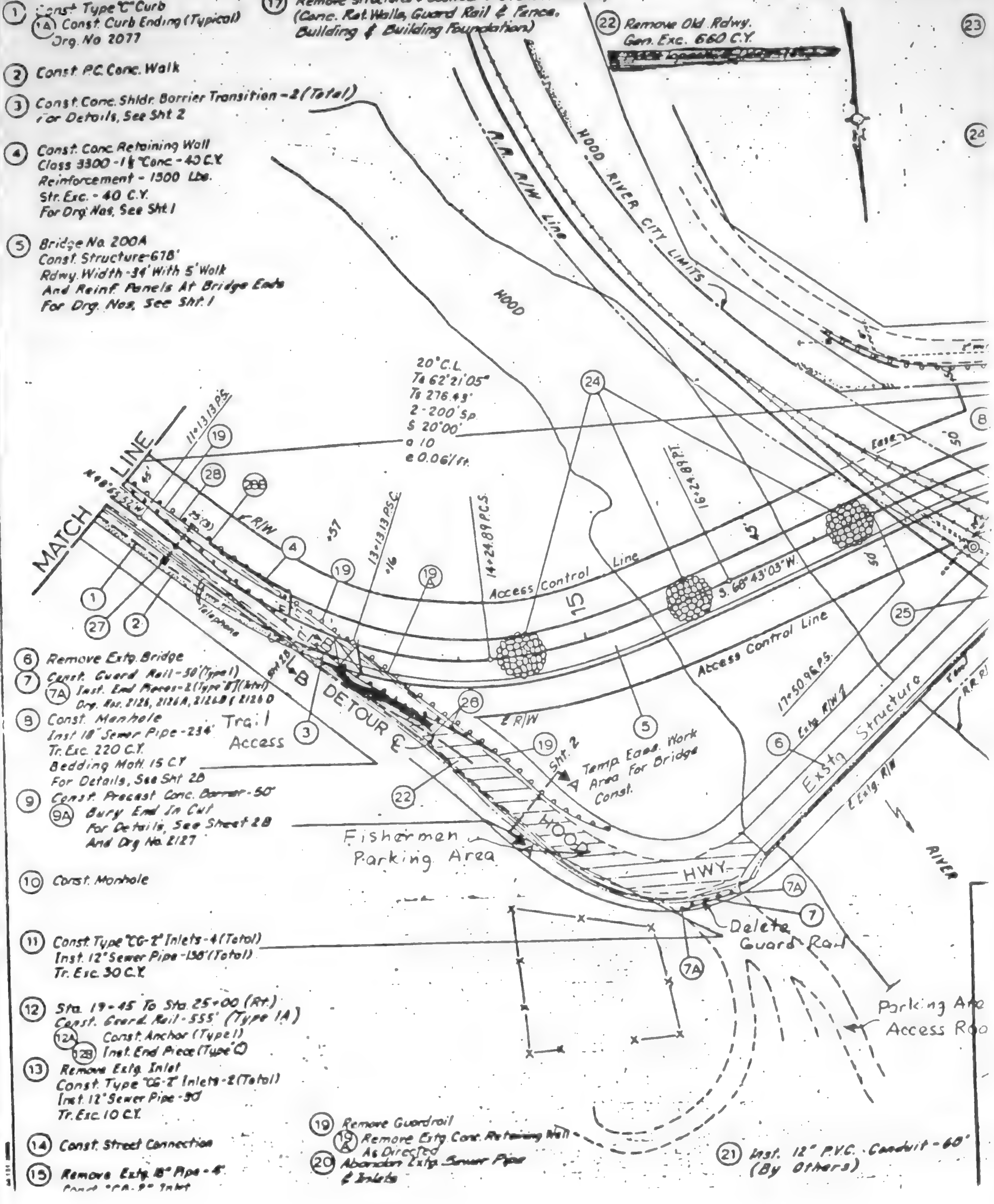
The Mt. Hood Railway Co. owns 60 feet of right-of-way between the west bank of Hood River and the City Limits of Hood River. It is an active railway line used Mondays, Wednesdays and Fridays hauling forest products from Odell to Hood River. A six (6) foot high concrete retaining wall parallels the railroad tracks on the river side for a distance of approximately 500 feet upstream and 100 feet downstream from the existing structure. Concrete paved slopes were constructed on a 1½:1 slope from the base of the retaining wall to the water's edge. An opening could be left in the type 1A guard rail at the west end of the new structure for access to a trail that would meander down the 2:1 embankment slope to the railroad right-of-way. The problem then developes, where does the trail go from here? The Mt. Hood Railway Co. was unavailable for comment, but I'm sure in my own mind that they would block any effort to develope a public trail over an active railroad line primarily do to the safety hazards involved. This problem would exist if the existing structure were left in place as a part of the trail system or not.

Enclosed please find two (2) sheet from the contract plans detailing the features described above and noting a possible access for hiking trails.

cc: Dale Allen
Files

EAST BANK TRAIL

T.3N., R.10E., W.M.



① Const. Type "C" Curb
ⓐ1A Const. Curb Ending (Typical)
Drg. No 2077

② Const. P.C. Conc. Walk

③ Const. Conc. Shldr. Barrier Transition - 2 (Total)
For Details, See Sht 2

④ Const. Conc. Retaining Wall
Class 3300 - 1½" Conc. - 40 C.Y.
Reinforcement - 1500 Lbs.
Str. Exc. - 40 C.Y.
For Drg. Nos, See Sht 1

⑤ Bridge No. 200A
Const. Structure - 618'
Rdwy. Width - 34' With 5' Walk
And Reinf. Panels At Bridge Ends
For Drg. Nos, See Sht. 1

⑥ Remove Extg. Bridge

⑦ Const. Guard Rail - 50' (Type 1)
(7A) Inst. End Pieces - 2 (Type "B") (Total)
Drg. Nos. 2126, 2126A, 2126B & 2126D

⑧ Const. Manhole
Inst. 18" Sewer Pipe - 234'
Tr. Exc. 220 C.Y.
Bedding Matl. 15 C.Y.
For Details, See Sht 2B

⑨ Const. Precast Conc. Barrier - 50'
(9A) Bury End In Cut
For Details, See Sheet 2B
And Drg No. 2127

⑩ Const. Manhole

⑪ Const. Type "CG-2" Inlets - 4 (Total)
Inst. 12" Sewer Pipe - 138' (Total)
Tr. Exc. 30 C.Y.

⑫ Sta. 19+45 To Sta. 25+00 (Rt.)
Const. Guard Rail - 555' (Type 1A)
(12A) Const. Anchor (Type 1)
(12B) Inst. End Piece (Type "C")

⑬ Remove Extg. Inlet
Const. Type "CG-2" Inlets - 2 (Total)
Inst. 12" Sewer Pipe - 50'
Tr. Exc. 10 C.Y.

⑭ Const. Street Connection

⑮ Remove Extg. 18" Pipe - 4'
Const. "CG-2" Inlet

⑰ Remove Structures & Obstructions (Shown Hatched)
(Conc. Ret. Walls, Guard Rail & Fence,
Building & Building Foundation)

⑲ Remove Guardrail
(19A) Remove Extg. Conc. Retaining Wall
As Directed

⑳ Abandon Extg. Sewer Pipe
& Inlets

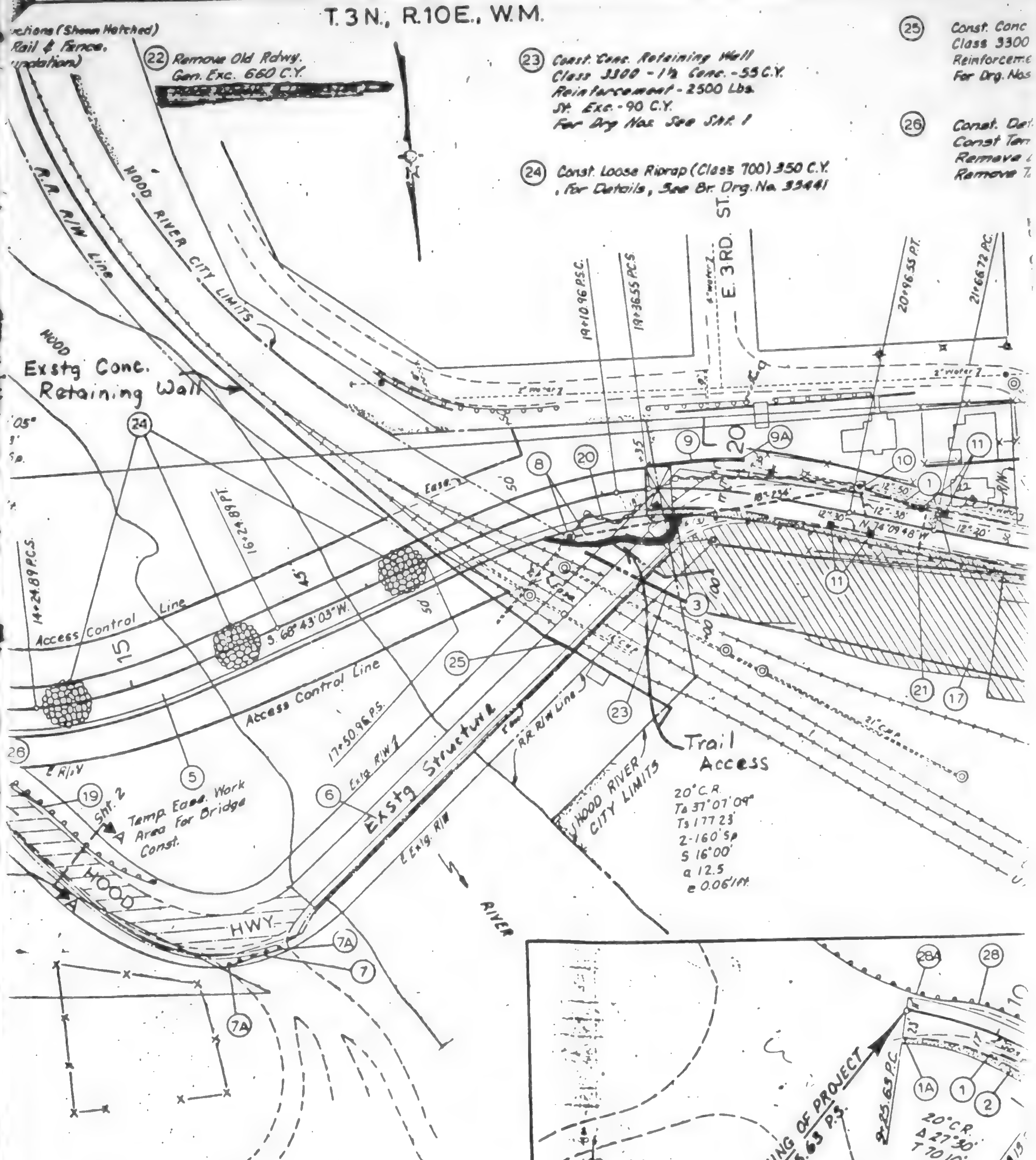
㉑ Inst. 12" P.V.C. Conduit - 60'
(By Others)

㉒ Remove Old Rdwy.
Gen. Exc. 660 C.Y.
[redacted]

㉓
㉔
R.R. R/W Line
HOOD RIVER CITY LIMITS
HOOD
20° C.L.
Δ 62°21'05"
T 276.43'
2 - 200' Sp.
S 20°00'
a 10
e 0.06'/Ft.
MATCH LINE
11+13.13 P.S.
13+13.13 P.S.C.
14+24.89 P.C.S.
16+24.89 P.T.
17+50.96 P.S.
N 86°55'52" W
45'
25'
R/W
57
16
⑲
㉘
(28B)
④
(19A)
①
㉗
②
Telephone
Access Control Line
15
S. 68°43'03" W.
45'
50'
50
Ease.
⑧
㉕
Access Control Line
Exstg. Structure
Extg. R/W
⑥
R.R. R/W
℄ Extg. R/W
℄ R/W
⑤
Trail Access
③
℄ B
DETOUR ℄
㉖
⑲
Sht. 2 A
Temp. Ease. Work Area For Bridge Const.
㉒
HOOD
Fisherman Parking Area
HWY.
(7A)
⑦
Delete Guard Rail
(7A)
RIVER
Parking Area Access Road

WEST BANK TRAIL

T.3N., R.10E., W.M.



ctions (Shown Hatched)
Rail & Fence.
undation)

(22) Remove Old Rdwy.
Gen. Exc. 660 C.Y.
[redacted]

(23) Const. Conc. Retaining Wall
Class 3300 - 1½ Conc. - 55 C.Y.
Reinforcement - 2500 Lbs.
St. Exc. - 90 C.Y.
For Drg. Nos. See Sht. 1

(24) Const. Loose Riprap (Class 700) 350 C.Y.
For Details, See Br. Drg. No. 33441

(25) Const. Conc
Class 3300
Reinforceme
For Drg. Nos

(26) Const. De
Const Ter
Remove
Remove T

(21) Inst. 12" PVC Conduit - 60'

ont. Retaining Wall

R.R. R/W Line
HOOD RIVER CITY LIMITS
HOOD
Exstg Conc. Retaining Wall
E. 3RD. ST.
19+10.96 P.S.C.
19+36.55 P.C.S.
20+96.55 P.T.
21+66.72 P.C.
14+24.89 P.C.S.
16+24.89 P.T.
S. 68°43'03" W.
N. 74°09'48" W.
Access Control Line
Access Control Line
15
20
17+50.96 P.S.
Exstg Structure
Exstg R/W
E Exstg R/W
RR R/W Line
E R/W
Temp. Ease. Work Area For Bridge Const.
Sht. 2
A
HOOD HWY.
RIVER
HOOD RIVER CITY LIMITS
Trail Access
20° C.R.
T= 37°07'09"
Ts 177.23'
2-160' Sp
S 16°00'
a 12.5
e 0.06'/ft.
(1) (3) (5) (6) (7) (7A) (8) (9) (9A) (10) (11) (17) (19) (20) (21) (23) (24) (25) (26)
BEGINNING OF PROJECT
STA. 9+25.63 P.S.
9+25.63 P.C.
(28A) (28) (1A) (1) (2)
20° C.R.
Δ 27°30'
T 70.10'
e 0.06'/ft.
10+53.13

#9228

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freyssinet

THE PRESCON CORPORATION

file

November 17, 1981

State of Oregon
State Highway Division
Salem, Oregon

Regarding: OSHD Contract No. 9228
Hood River Bridge
Ross Brothers Construction, Inc.
General Contractor

Gentlemen:

Pursuant to OSHD Standard Specification Section 109.10 (d-1) permission is hereby granted to authorized representatives of the State to enter upon and remove materials from the following warehouse which materials are prepaid by the OSHD pursuant to the above Standard Specifications. This permission will be in force for a period not to exceed six months following the completion of the project:

Green Transfer and Storage Company
9040 N. Columbia Road
Portland, Oregon 97203

Very truly yours,
THE PRESCON CORPORATION

Charles Wachter

Charles Wachter
Director of Contracts &
Credit Administration

CW/je

cc: Ross Brothers Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

Green Transfer and Storage Company

Harry Cudiamat

11-23-81
cc Constrn
Reid Merritt
Ed Hardt
fm

8918 tesoro drive, p. o. box 17450, san antonio, texas 78217
phone (512) 828-6264 • telex 767-550 • a freyssinet international company

9228

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

November 12, 1981

CON 5 #9228

Ross Brothers Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

NOTED
H.S.COULTER

Re: **Time Extension Request**
Hood River Bridge
FAP No. BRF-24(27)
Contract No. 9228

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 100 calendar days is granted due to delays encountered in constructing bents 5 and 6.

This time extension also is in accord with Price Agreement No. 6.

Sincerely,

C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Dale Allen "
Reid Meritt "
Bob Church
FHWA

RECEIVED
STATE HWY ENGR
NOV 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

RUE RE RBE PLA FAE
RTE RECEIVED GEO
RUE OCT 19 1981 RDE
RSO REGION 4 RBE
ASSIGNED Walter Bartel

FORM [illegible]1-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
THE DALLES, OR 97058
OCTOBER 15, 1981

FILE: CON 5
9228

FROM: Walter Bartel,
Ass't Resident Engineer

TO: Dale Allen,
Region Engineer

SUBJECT: HOOD RIVER BRIDGE (HOOD RIVER)
Mt. Hood Highway
Hood river County
Contract No. 9228

Time Extension Request

Ross Bros. Construction, Inc. has requested a time extension request of one hundred (100) calender days, justified under paragraph (2), page 1, of the Agreement, Accord, and Satisfaction as part of Price Agreement No. 6. The Agreement states that the time extension request must comply with all terms and conditions of the Standard Specifications. The following are our findings and recommendations.

BENT 5

Gov. declared an emergency for this

1980

The contractor began construction of the footing on December 15, 1981. Excavation continued through December 24 to an approximate elevation of 62 feet above sea level. High water flooded the work area on Christmas Day, receding on December 28. The following day was spent excavating the silts which were deposited in the excavation area, regaining lost ground. These events were beyond the contractor's control, and in our opinion justifiable. Therefore, it is our recommendation that five (5) calender days (December 25 thru 29) be granted as a part of the work performed in construction of bent 5 under this time extension request.

BENT 6

Construction of the bent 6 footing began on January 6, 1981. The contractor's construction method specified driving sheet piling for construction of a cofferdam, excavating inside the cofferdam to plan elevation prior to ..

Concur –
Recommend approval
Bob Pr[illegible]
10-22-81

Jackmond 10/23/81 pw

11-10-81
CTK –
I concur with Region and Resident that a time extension of 100 C.D. be granted.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
THE DALLES, OR 97058
September 29, 1981

FILE: CON 5
9228

Walter Bartel

FROM: Walter Bartel,
Ass't Resident Engineer

TO: Dale Allen,
Region Engineer

SUBJECT: Hood River Bridge (Hood River)
Mt. Hood Highway
Hood River County
Contract No. 9228

Time Extension Request

Enclosed please find two (2) copies of the Contractor's Request for Adjustment of Contract Time for the referenced project.

Ross Bros. Construction Inc. has requested a time extension of 100 calender days as per Price Agreement No. 6. Page 1, paragraph (2) of the Agreement, Accord and Satisfaction states, "To grant the contractor a time extension of one hundred (100) days, assuming the request for time extension complies with all terms and conditions of Oregon State Highway Division's Standard Specifications (1974)." Mr. Steve Ross understood that the time extension was dependent only upon submitting a formal request on a form provided by the State.

Price Agreement No. 6 documents a claim settlement arising out of the construction of bents 5 and 6. The foundation data as detailed on sheet 3 of 26 of the contract plans was in error effectively altering the construction of the footings at bent 5 and 6.

Under section 108.09 of the Standard Specifications, errors or changes in the plans, or errors or changes in the specifications of the contract are considered bona fide causes for granting a time extension. Therefore, it is our recommendation that the time extension request for one hundred (100) calender days be granted.

RECEIVED
OCT 27 1981
CONSTRUCTION BRANCH
____CAE____
____FOE____
____QCE____
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____LE____
____TC____
____FE____
____CP____

RDE RE [✓ RCE] PLA FAE
RECEIVED
RTE CEO
RUE OCT 1 1981 [✓ RDE]
RSO REGION 4 RBE
ASSIGNED________

CC: Construction
Files

Concur —
Recommend approval.
Bob
9-30-81

pouring the seal concrete. Driving the sheet piling was difficult from the beginning, and the contractor had to resort to excavate in short lifts, and drive the sheet piling in stages.

The foundation data as shown on the contract plans, drawing # 35443, was incorrect. Boulders were encountered throughout the excavation, and the bedrock shown at approximate elevation 53 was never found. In the process, it took the contractor from January 6 until April 7, 1981 to construct the cofferdam and excavate the footing. This computes to 92 calender days. In our judgement, fourteen (14) calender days would have been a reasonable length of time in which to construct the cofferdam and excavate for the footing. Therefore, it is our recommendation that 78 calender days be granted as a result of the error in the foundation data.

Due to the change in the foundation, the seal was lowered three (3) feet and the footing was lowered 11'-6". Full height column steel could no longer be used because of the added length of the column, requiring mechanical splices. Two days (April 21 thru 22) were spent installing 30 mechanical splices. Since the mechanical splices were not originally required or anticipated, and the contractor was delayed these two (2) days in completion of the bent 6 column, we recommend that two (2) extra days be granted in consideration of the change in plan elevations.

The seal and footing was constructed on sand, river run gravels, cobbles and boulders as previously discussed. This in turn required the installation of a class 2000 loose riprap over the footing to protect against possible scour and erosion in the future. This work was performed on an 'extra work' basis from April 28 through May 12, 1981. Under section 108.09 of the Standard

Specifications, performance of 'extra work' is considered a bona fide reason for granting a time extension. Therefore, we recommend fifteen (15) days be granted as a result of the performance of this extra work.

In summary, we recommend that a total of one hundred (100) calender days be granted resulting from high water during construction of bent 5, and plan errors and changes affected by the foundation data at bent 6 including extra work.

WRM/wgb

cc: Norm Krehbeil
Files

#7228 9-18-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-24(27)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00053

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/14/81
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Hood River Bridge (Hood River)

11. GENERAL DESCRIPTION OF WORK
Protection of Temporary haul road

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/14/81 as requested in Mr. Keasey's letter of 9/10/81 as being in the public interest for the use of UPRR and Mt. Hood Railway Company Forces to proceed with the above work. State Force Order No. 6 representing work performed on the haul road is approved for a TEC of $2,200 Federal Funds $1,760.

orig 9-23

RECEIVED
STATE HWY ENGR
SEP 23'8
REFER TO Manning
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/18/81
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

26

VICTOR ATIYEH

Department of Transportation
STATE HIGHWAY DIVISION
3313 N.E. Frontage Road
The Dalles, Oregon 97058
June 25, 1981

ROE RE RCE PLA TAE
RTE RECEIVED GEO
RUE JUN 2 RDE
RSO REGION 4 RBE
ASSIGNED__________

In Reply Refer to
File No.: CON 5
9228

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

RE: Hood River Bridge
Mt. Hood Highway
Contract No. 9228

Gentlemen:

Please be advised that Jerry Bellin, State bridge design engineer, has been in direct contact with Mercer Steel regarding the "Horizontal Tie Details" shown in the lower center of the Contract plan drawing #35449.

Mercer Steel proposes to fabricate the #4 ties to the stirrups with a 135° 8" hook at one end, and a 90° hook at the other end. The additional 45° bend on the 90° hook will be performed in the field.

It is important that the stirrups are in direct contact with the post-tensioning ducts, and also that the tie hook is in direct contact with the duct. The field bend must result in direct contact with the tie and the side of both stirrups.

We feel that making the field bend with the 8" hook is going to present a problem in that a good number of the stirrups are at 6" centers. There are 6,576 ties more or less that will require field bending. The importance of direct contact between ties, stirrups, and duct cannot be over emphasized.

The contractor's expertise is appreciated in his utilizing the best available construction practices. We recommend that this proposal be reviewed with the appropriate sub-contractors so that all possible problems in the future may be averted.

In
an
Circulate

TEB

WEM

05

Very truly yours,

Walter Bartel

Walter Bartel,
Assistant Resident Engineer

WRM/WGB

cc: Construction
Region 4
Jerry Bellin
Norm Krehbiel
Files

1 Verstegen DW
Anderson
3 Christenson JW
2 Sullivan
Wakerlig

RECEIVED
JUN 1981
ROAD DESIGN
SECTION

REFERRED TO
___Board___Stoudenmeyer___
___Cole___Mann___
___Erikson___Watson___
___Hager___1 Dorn___Leu___
[✓ Return] Discuss Do File Copy Due___
FINAL DESIGN ENGINEER

Form 734-3122

#9228 5-18-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-24(27)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Hood River
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00053
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/24/81
8. FEDERAL ROUTE NUMBER Primary 24
9. STATE ROUTE NUMBER Primary 26
10. GENERAL LOCATION: Hood River Bridge (Hood River)
11. GENERAL DESCRIPTION OF WORK Contractor's claim
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 4/28/81 this will comfirm the date of 4/24/81 as date of Notice of Contractor's claim and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $5,000 Federal Funds $4,000. Reimbursement will be in accordance with FHPM 1-4-2.4 paragraph 4. (SFO #2)

(The above authorization does not require and additional obligation of funds)

MAY 20 '81
REFER TO

14. DATE 5/18/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9228

L.

May 6, 1981

Oregon Bridge Engineering Company
244 Country Club Road
Eugene, OR 97401

AGR 1

MISC. CONTRACTS and
AGREEMENTS No. 25723

Gentlemen:

Attached for your files is a fully executed copy of a contract for expert engineering observation of the conditions at the Hood River Bridge (East City Limits of Hood River, Oregon) relating to State Highway Contract No. 9228.

We are retaining a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Bill Nessly (contract attached)
Reid Meritt (contract attached)
E. L. Hardt

1228

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 5'81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

May 4, 1981

In Reply Refer to
File No.:

Ross Brothers Construction Company, Inc.
3501 Brooklake Road North
Salem, OR 97303

ATT: Steve Ross

RE: Hood River Bridge Contract
Mt. Hood Highway, Contract No. 9228

Dear Steve:

On the phone Friday we discussed if we may want to explore whether it would be in our mutual interest to terminate the above contract after the completion of the substructure work. This Monday you advised that due to the lack of contract work and there being risks on all jobs, that you preferred to "hang in there".

The other option you suggested involved renegotiating the contract time to avoid critical work during the winter months. We would like to receive your proposal along these lines. I asked our hydraulic section to obtain the past records of high water on the East Fork of Hood River.

As we discussed in our April 24 meeting in Salem, we need a current schedule. Please furnish this to Reid by May 7.

Yours very truly,

Dale D. Allen

Dale D. Allen
Region Engineer

DA:mr
encl

bc; Reid Meritt
C. T. Keasey
H. S. Coulter - FYI related to our discussion last week.

734-1827

9228

STATE OF OREGON INTEROFFICE MEMO

TO: Memo to the File

DATE: May 4, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: Hood River Bridge Contract
Contract No. 9228

This morning, (Monday, May 4) Steve Ross called and advised that he talked with Ray Ross over the weekend and that they wanted to "hang in there". This pertained to a discussion last week on terminating this contract.

He discussed the other option of a winter shut down. This could occur after substructure work is complete and falsework up but no concrete poured except for perhaps the approach spans. I asked what costs could be expected. He mentioned the following: move in-out of some equipment, concrete supplier, and possibly reinforcement fabrication costs. He said he didn't see any "major" costs but it would depend on the duration. He asked if we had information on when high water could be expected "November-May?). I advised we probably had this information due to the redesign work doing on upstream. If we had the stream guage data I would make it available to him.

I asked if he would respond and provide more details on such a shut down agreement. We both agreed it was desirable to pursue these options.

P.M.
Discussed above with Reid Meritt and Bryant Jackmond. Tim Wood and Bryant wish to pursue the option of a flood insurance policy. They asked that my letter to Ross stipulate a deadline for receiving the contractor's schedule. This was done.

DA:mr

9228

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: May 4, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: Hood River Bridge

4/30/81
Visited bridge site and Quiner, Krehbiel and Meritt were at site. Contractor doing very little except rigging up to drive falsework near Bent 5. Quiner's initial reaction was that work at Bent 6 should have taken around four weeks. Second, he thought boulder "nest" was more than contractor would have expected. He had never seen excavation outside of a cofferdam.

P.M.
Called O. B. Jackmond; we agreed it would be good idea to pose the thought to Ross of contract termination.

5/1/81
Called Steve Ross. Explained that contract termination was option. He asked about possibility of a renegotiated contract. I said we would not close any doors; however, there could be a legal problem on dealing with a single contractor. He advised they had paid $7,000 for flood insurance in anticipation of falsework remaining in the river next winter. I asked about his schedule and if it showed falsework in the September-November period. He thought it would. He mentioned need to reach early settlement again and said something about needing money. Seemed to me he was receptive to idea but wanted to talk with his people. I told him I would follow-up with letter.

5/1/81
Talked to Tim Woods about wording on my reply. He felt there may be advantage to pose some options to contractor if they are receptive to a significant contract change. Would like to pursue possibility of insurance.

5/1/81
Advised Coulter we were discussing possibility of contract termination with Ross.

DA:mr

#9228 3-30-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-24(27)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00053

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/29/80

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Hood River Bridge (Hood River) Section

11. GENERAL DESCRIPTION OF WORK
Railroad installation of temporary haul road

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's March 17, 1981 letter you are authorized to proceed with the work covered by the Agreement with The Union Pacific Railroad Company, approved by the Highway Division on 10/17/80 at a total estimated cost of $4,939 Federal Funds $3,951.

RECEIVED
STATE HWY ENGR
APR 6 '81
REFER TO Moehring
FOR
Info | Inv | R/D | D/R | Sgn | Act | File

[illegible] 4-6-81

14. DATE 3/30/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

#9228

L.

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO files
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: March 10, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Hood River Bridge Section
Mount Hood Highway
Hood River County
ODOT Agreement No. RR-1037

RAILROAD COMPANIES
FILE No. 1037

Attached is the State's fully executed counterpart of an agreement with the Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, and the Mount Hood Railway Company regarding the subject project.

cc: E. J. Valach, FHWA-w/copy of Agreement
J. B. Boyd-w/copy of Agreement
C. T. Keasey-w/copy of Agreement
V. E. Skoog-w/copy of Agreement
D. E. Swan-w/copy of Agreement (2)
Dale Allen-w/copy of Agreement
Reid Meritt - w/copy of Agreement
Ken Rolfe-w/copy of Agreement

#9228

STATE COPY

1-14-81

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Hood River	DIVISION Oregon
DATE OF INSPECTION 1-14-81	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.		PROJECT NO. BRF-24(27)

IN COMPANY WITH N. Krehbiel, Resident Bridge Engineer, Reid Meritt, Resident Engr., R. Pool, Reg 4 Const. Engr., M. Craft, Reg 1 Constr. Engr., OSHD; R. W. Pillsbury, Special Programs Engineer, FHWA.

RECEIVED
HWY ENGR

LOCATION
Hood River Crossing on the Mt. Hood Highway at the City of Hood River, Hood River County, Oregon.

orig to 2-20-81

Moching

CONTRACTOR NAME AND ADDRESS
Ross Rothers Construction, Inc., 3501 Brooklake Rd. N., Salem, OR 97303

AWARD DATE 11-25-80	CONTRACT AMOUNT $2,169,646.00	TIME ALLOWED 580 calendar days	TIME STARTED 12-9-80	WORK STARTED 12-15-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 6.2	WORK COMPLETED 1	

REMARKS

HOOD RIVER BRIDGE (HOOD RIVER) SECTION
MT. HOOD HIGHWAY
Grading, Paving, Structure & Illumination

This project provides for the replacement of the Hood River Bridge at Hood River. Also included is associated approach grading and other related work.

Scope of Inspection

This inspection provides for the review of the structural excavation at Bent No. 5 and the proposed footing placement.

Work in Progress

The contractor is excavating and placing forms at Bent No. 5 and is setting sheet piling for the cofferdam at Bent No. 6.

Findings

Solid rock has been encountered for the placement of Bent No. 5 footing. The rock has been shot to make a suitable foundation site. In the southwest corner of the planned footing the rock drops off quite sharply to

(continued)

approximately elevation 50. Backfill concrete will be used to bring this area up to approximately elevation 56.2. The footing could be placed at this elevation except for a sloping high area on the east side of the footing, which is at approximately elevation 58.0. Mr. Krehbiel indicated that the contractor has elected to place the footing at elevation 58.0 and stand the cost of backfill concrete between elevation 56.2 and the bottom of the footing in lieu of removing the high area down to elevation 56.2.

Recommendation

None. The work inspected is progressing in a satisfactory manner.

9228

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. RF-24(27) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO. ITEM NO. 00053	COUNTY NAME Hood River PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Budgeted 11-20-80

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO. Moehring
FOR
Info

DATE PS&E APPROVED 10/29/80	DATE AUTHORIZATION EFFECTIVE 10/29/80	FEDERAL ROUTE NUMBER Primary 24 STATE ROUTE NUMBER Primary 26	

GENERAL LOCATION:

Hood River Bridge (Hood River) Section

11-21
orig

GENERAL DESCRIPTION OF WORK:

Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
XX☒ OTHER (Specify) R.R. Protective Services $27,300
Perm. Pavement Striping SF $1,000
Remove Striping $1,000
On the job trainees $2,400

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
XX☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/24/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,563,100 Federal Funds $2,050,480.

A signed copy of the Title Sheet is returned herewith.

DATE 10/29/80	SIGNATURE OF APPROVING OFFICIAL G. K. Hosner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-883

9228

L.

October 15, 1980

Mr. Jeff Asey
% Union Pacific Railroad
P.O. Box 4265
Portland, OR 97208

AGR

RAILROAD COMPANIES
FILE No. 1037

Dear Mr. Asey:

Jack Sollis, our Chief Counsel, asked that we forward to you the fully executed copy of a Permit of Entry from the Mt. Hood Railroad Company concerning the Hood River Bridge on the Mt. Hood Highway in Hood River County.

We have retained a fully executed copy of this Permit of Entry for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att. (Permit of Entry)

bc
Jack Sollis
J. B. Boyd
Ken Rolfe - Milwaukie
Adele Egan - Will this item appear on Mr. Boyd's monthly delegated authority report?

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

DATE October 9, 1980

TO J.B. Boyd
R/W Manager
DOT - Salem

Bruce Hoffmeister
Gen Svcs

FROM Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 50860 - Mt.Hood Railroad Co.
Hood River Bridge
Mt. Hood Highway
Hood River County

Attached is a Permit of Entry from the Mt. Hood Railroad on subject file. It appears to be the standard form that the Railroad has been submitting.

If this is not acceptable, Armand Riveness should continue processing our R/C. If this is acceptable, please sign the third page and return it to this office and John Baker will return to the Railroad their copy.

The Railroad Company says the option should be coming in approximately a week.

RIGHT OF WAY ADMINISTRATION
RECEIVED
OCT 10 1980
M AM ALM RCR CA RS
FMS AS CE OS TA T.O.

KR:kf

enc.

7228 26

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9 22 80
Donald L Kraut

Oct. 23, 1980 Bid Letting ___________ All Clear Deadline

SECTION Hood River (Hood River) Bridge
Highway Mt. Hood
County Hood River Region 1
Type of Work Structure Funds HBR
State___ Consultant ___ Plans Avail.___Yes ___No

~~CofE~~ 404
~~DSL~~
~~Coast~~
~~Const Noise~~
PUC permit

Jim N

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☐	☒	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☐	☒	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	Not req'd - On site Const
Corps of Engineers	☐	☒	☐	☐	☐	
Coast Guard	☐	☒	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

92-1x

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, Oregon 97222

DATE August 26, 1980

TO A.D. OLSON
Preliminary Design Engineer
ATTENTION: Bill Cole
DOT - Salem

FROM Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwuakie

SUBJECT Hood River Bridge (File 50860)
Hood River County
Mt. Hood Highway
F-24(21)

____ Versteeg ____
____ Anderson ____
2 Christensen ____
1 Olson ____
____ Sullivan ____
____ Terpin ____
____ Trout ____
____ Wakerlig ____

RECEIVED
AUG 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ____
Bring Up ____/____/____
Action ____

Attached is a copy of the project narrative and the cost breakdown of Alternate #1 and #2 in regards to the Diamond Fruit Warehouse.

As I explained, Diamond Fruit has always been in favor of and encouraged the removal of the warehouse. They initially estimated the cost at about $65,000. I suspect this may have been the reason Alternate #2 was selected over the lower costing Alternate #1 in the initial stages of this project.

We have an option from Mt. Hood Railroad for the land, but are going to condemnation with Diamond Fruit on the warehouse. For this reason I believe we should review the wall costs which would eliminate the necessity of buying the warehouse. It may be possible to put a wall section just around the warehouse area.

Our appraisals on this file are as follows:

Land (optioned at)	$ 20,700
Building	39,900
Equipment	24,200
Parcel #2 - easement	100
	$ 84,900

Going to court we will have the following estimated costs:

Our attorney & appraisal fees	$ 25,000
Grantor's attorney & appraisal fees	30,000
Est. increased property cost	70,000
	$209,900

Diamond Fruit has also indicated a surplus fruit harvest which may require them to begin storing fruit in the warehouse. This would necessitate our relocating the fruit. This could create an impossible situation for us if there is no available cold storage facilities in the area. I have no idea how sincere they may be in this regard.

We will continue with condemnation unless advised otherwise.

KR:kf

enc.

cc Ken Limbocker
J.B. Boyd

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

The Dalles, Oregon 97058

December 15, 1978

FILE:

David F. Hirte

FROM: David F. Hirte
Engineer Assistant

TO: Memo to the file

SUBJECT: Front Street Panorama Road
Hood River Bridge

Josh Sawyer and myself met this a.m. with Dave Rhodes of Diamond Fruit to discuss property abutting State Street between Stations 22+50 and 23+50.

The building on this property is a three story wood frame building with 16"x16" wood columns on 16 foot centers. The building is insulated and refrigerated. It will obviously be costly to purchase. The building sets back 20 feet from the retaining wall holding the roadway in place. At this point there is 10" wide 8' high concrete wall with counter-forts holding up the building. We believe that immediate adjacent to this roadway retaining wall can be constructed (six foot) to eight foot retaining wall to catch the roadway slope on a 1½ to 1. Between the exist. roadway retaining wall and the building exists a wooden loading dock that will be removed by Diamond Fruit.

At our request an adjoining building on the west side of the 80 x 100 storage building will be torn down with the loading dock. To the east of the building there is an additional wooden walkway supported on wood columns and concrete pedestals. This continues about 60 feet to the west and will be removed by Diamond also. At this point (Station 24+00) we would end the project.

Mr. Rhodes says that Diamond Fruit will entertain offers, for the building, because, (a) it is old and outdated, and (b) it is used only on years when there is a surplus of Anjou pears. Mr. Jerry Brantan of Tenneson Engineering, currently acting City Engineer, indicated that it is old and dilapidated to the point of "condemnation". Mr. Sawyer and myself, after an on-site inspection, felt that the price for the building would be excessively high. Mr. Rhodes did not give any indication of what value they placed on the structure, but said he would give us a "ballpark" figure next week, along with some pertinent location data that we requested.

We feel that the Right-of-way Section can handle any more confrontations better than this office.

cc: Mr. Ken Limbocker
Right-of-way Mr. Limbocker

water; June thru August, the streambed should be accessible for drilling rigs.

The number of piers in the streambed should be kept to a minimum and designed to shed drift. It has been necessary to remove drift from the center piers of the existing bridge several times during flood stage. The piers should be built to elevation 100± and equipped with pier protection. Streamlining the piers would handle drift better than the square ended piers on the existing bridge. The State Fish & Wildlife Department has requested that piers be constructed parallel to the stream flow.

Removal of Existing Structure

The disposal of 1500 cubic yards of concrete from the old bridge structure will be a bid item. Broken up concrete pieces from the old bridge structure may be either used for Rip Rap or placed in fills on the project or disposed of by the contractor. The Resident Engineer in the Dalles could inform prospective bidders of possible disposal sites at bid letting.

Existing Retaining Walls

The old retaining wall from Sta 19+00 to Sta 24+00, 23-35 feet right, is in a deteriorated state (see Bridge Inspector report in correspondence). The old retaining wall is to be lowered to 2 feet below the finish 2:1 slope lines by dozing or shooting to below grade.

For protecting the southside of the Diamond Fruit Company Building from the fill slopes between Sta 22+00 and 23+50. We are proposing 2 Alternates.

> Alternate #1 is predicated on constructing a 24' high retaining wall approximately 10 feet from the Diamond Fruit Building and 240 feet in length. In the accompanying cross section, we show the bottom of the wall footing 5 feet ± below the top of the building south wall. The cost would be about $150,000 for a reinforced concrete retaining wall and about $125,000 for a metal bin wall of the same dimensions. Excavation for the wall is about 1600 C.Y. @ $10.00/C.Y. = $16,000. The right-of-way is about 20' X 100' @ $.70 would equal $1,400. So the total bill for concrete retaining wall would be $180,000 plus an encumbrance fee to stipulate that, the interior counter fort wall within the building remain in place. The bin type retaining wall cost estimate including all above items is $155,000 plus.
>
> Alternate #2 is based on removal of the Diamond Fruit Building, and according to their representative, Dave Rhodes, they have placed an evaluation of $65,000 on the building. The property belongs to the Union Pacific Railroad. We estimate $100,000 for the building plus about $.70 per square foot for the property. Fill embankment for this area will be 5,800 cubic yards which will cost about 5,800 plus $2,000 for topsoil and $700 for seeding and mulching. Demolition of the building is estimated to cost $24,000. The total cost for alternate #2 is $194,00 ±.

1036 L.

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: July 28, 1980

FROM: for Roger D. Trygstad
Railroad & Utility Engineer R M Felion

SUBJECT: SXF 1155
Crossing No. 24A-0.20-A (Existing)

noted
H. S. COULTER

Attached is a copy of Order No. 80-555 issued by the Public Utility Commissioner on July 25, 1980, relative to the above-subject matter.

RDT/csr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2) - Please give a copy to Resident Engineer
H. E. Woodward
R. P. Hamilton
J. L. Sollis
Bob Judson
W. J. Hart

RECEIVED
STATE HWY ENGR
JUL 28 '80
REFER TO

FOR

Info	Inven	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-125-1387

SP*75683-125

ORDER NO. 80-555

ENTERED July 25, 1980

PUC CROSSING NO. 24A-0.20-A (Existing)
DOT CROSSING NO. 853 886 D

PUC CROSSING NO. 24A-0.23-A (Relocated)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1155

In the Matter of the Application of the)
STATE OF OREGON, by and through its)
DEPARTMENT OF TRANSPORTATION, HIGHWAY)
DIVISION for the authority, pursuant to)
ORS 763.030, to relocate a separated)
crossing of Mt. Hood Highway (OSH 200-A)) ORDER
and the tracks and right-of-way of Union)
Pacific Railroad Company, interchange)
and set out track, and Mount Hood Railway)
Company, Main Line, in Hood River, Hood)
River County, Oregon.)

On January 22, 1980, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to relocate an existing overcrossing of Mount Hood Highway (OSH 35), a highway under its jurisdiction, over the set out track, interchange track and right-of-way of Union Pacific Railroad Company and the main track, spur track, and right-of-way of Mount Hood Railway Company, in Hood River, Hood River County, Oregon.

Applicant, by letter dated January 28, 1980, provided additional information on the proposed project.

Copies of the application and responses thereto were duly served upon Union Pacific Railroad Company, Mount Hood Railway Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, United Telephone Company of the Northwest, City of Hood River and Hood River County. No objection by any party has been made to the granting of the application.

The existing Mt. Hood Highway overcrossing (PUC No. 24A-0.20-A) also serves as a bridge across Hood River for the highway. The existing structure lacks the strength and width for current vehicular traffic. The bridge, as constructed, has alignment problems which impede the smooth flow of traffic.

Applicant proposes to relocate the overcrossing approximately 150 feet to the south and east. This will improve its alignment. The four tracks lie beneath the existing structure: Mt. Hood Railway's main track and a spur track and Union Pacific's set-out track and interchange track. The Mt. Hood Railway spur track is to be removed. Upon completion of the project, there will be three tracks beneath the new structure.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to relocate the overcrossing, as requested herein, is hereby granted.

2. Physical construction of the new separated crossing structure must be substantially in progress within three years of the effective date of this Order. If this condition is not met, the authority granted herein expires on that date.

3. Applicant shall:

    a. Construct a new structure approximately 150 feet south and east of its existing location, and bear all the cost thereof;

    b. Remove the existing overcrossing (PUC No. 24A-0.20-A) after the new overcrossing has been opened to vehicular traffic, and bear all the cost thereof;

    c. Coordinate all temporary impairments of standard railroad clearances with Union Pacific Railroad Company and Mount Hood Railway Company;

d. Maintain the overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

e. Maintain all highway appurtenances to the overcrossing structure and bear all the cost thereof;

f. Bear all the cost of damage to the structure caused by motor vehicle traffic on the highway;

g. Notify United Telephone Company of the Northwest, Pacific Northwest Bell Telephone Company, and Northwest Natural Gas Company not less than 20 days in advance of any construction; and

h. Notify the Commissioner upon completion of the project.

4. Union Pacific Railroad Company shall maintain its set out track, its portion of the interchange track, railroad drainage and its railroad facilities beneath the overcrossing structure, and bear all the cost thereof.

5. Mount Hood Railway Company shall maintain its main track, its portion of the interchange track, railroad drainage and its railroad facilities beneath the overcrossing structure, and bear all the cost thereof.

After completion of the new overcrossing structure, it shall have horizontal and vertical clearances equal to, or in excess of those required by the Public Utility Commissioner. While the new structure is under construction, and the existing structure is being removed, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to provisions of paragraph 3.c. above.

Made, entered and effective 9/25/80.

JOHN J. LOBDELL
Public Utility Commissioner

DEPARTMENT OF TRANSPORTATIO.
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE WASH 98174
PHONE (206) 442-5864

16591
Serial 334
16 July 1980

State of Oregon
Department of Transportation
Highway Division
ATTN: Mr. E. S. Hunter
Transportation Building
Salem, Oregon 97310

RE: Proposed Replacement Bridge Across
Hood River at Hood River, Oregon

Gentlemen:

Enclosed is Bridge Permit (73-80) approving location and plans for a replacement bridge across the Hood River, Mile 0.4, at Hood River, Oregon.

It is requested that you notify this office at the time of start of construction and at monthly intervals thereafter until completion of the work. It is suggested that the report include a copy of the permit drawings with color pencil marking of the work to be performed. A final report is required upon completion of the project. The report should state that the work was accomplished in accordance with the approved plans. Please note that special condition No. 1 specifies that there shall be no deviations from these plans without the prior approval of the Commandant, U. S. Coast Guard.

Your cooperation is appreciated.

Sincerely

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Bridge Permit (73-80)

RECEIVED
TECHNICAL SERVICES
JUL 18 '80
REFER TO
FOR

NOTED
E. S. HUNTER

Orig Walt Hart
7-21-80 Gale handle
ESH

SPEED LIMIT 55
It's a law we

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, DC 20593
PHONE:

BRIDGE PERMIT
(73-80)

JUL 2 1980

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted the location and plans of a bridge to be constructed across the Hood River at Hood River, Oregon;

NOW THEREFORE, This is to certify that the location and plan sheets 1, 2 and 3(of 4) dated 4 January 1980 and sheet 4 revised 12 March 1980 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

SPEED
LIMIT
55

It's a law we
can live with.

JUL 2 1980

BRIDGE PERMIT: Bridge across the Hood River at Hood River, Oregon
(73-80)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U.S. Army Corps of Engineers, Portland District; U.S. Department of the Interior, Fish and Wildlife Service; State of Oregon, Division of State Lands, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing to be replaced Mt. Hood Hwy. Bridge across the Hood River, mile 0.4, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 0.4, will be allowed for such removal an clearance.

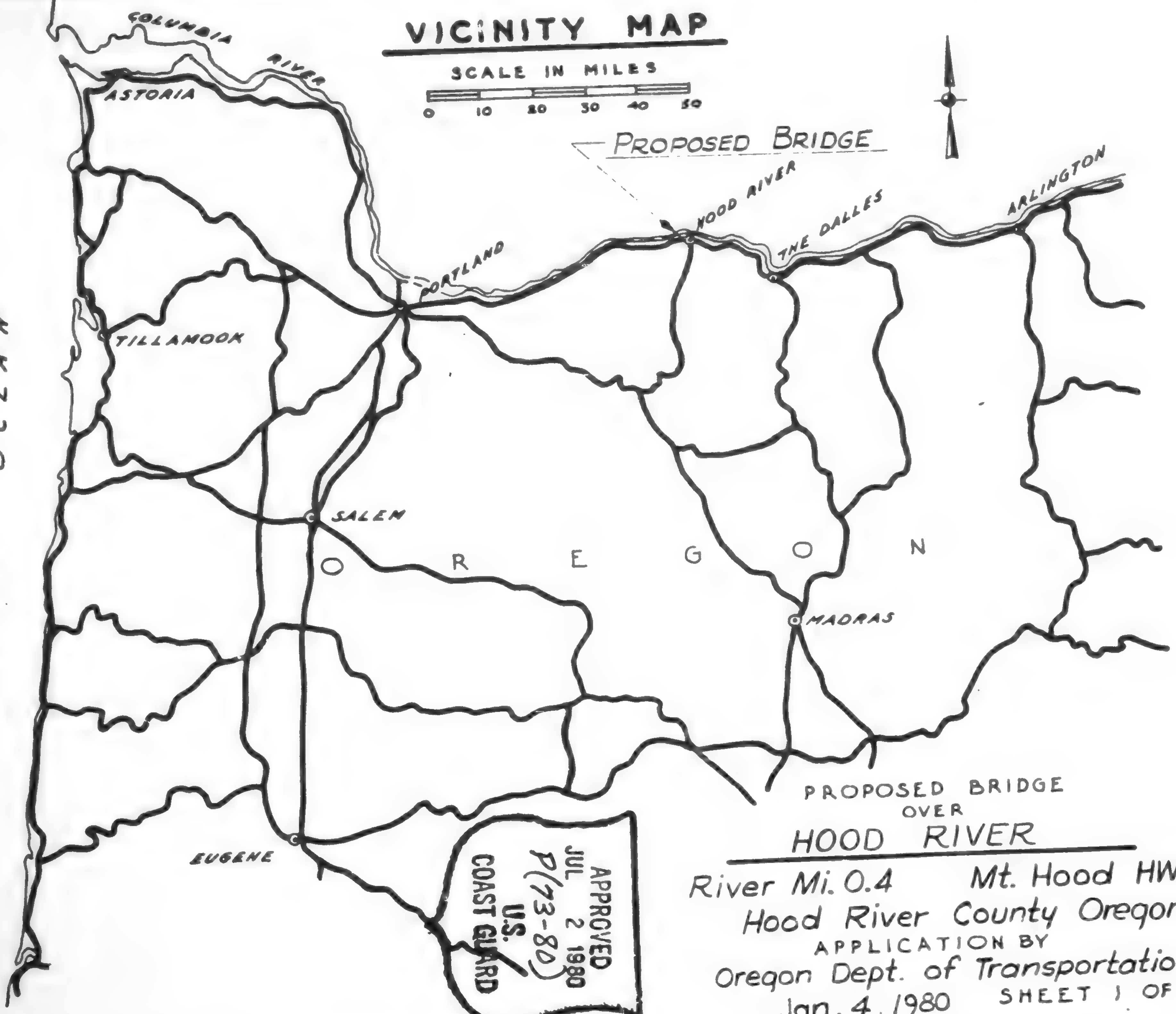
5. When the proposed bridge is no longer used for transportation purposes, it shall be removed in its entirety and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.

6. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

J. Watt

J. Watt
Captain, U.S. Coast Guard
Chief, Bridge Division
By direction of the Commandant

VICINITY MAP


SCALE IN MILES
0
10
20
30
40
50
PROPOSED BRIDGE
COLUMBIA RIVER
ASTORIA
PACIFIC OCEAN
TILLAMOOK
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
SALEM
OREGON
MADRAS
EUGENE

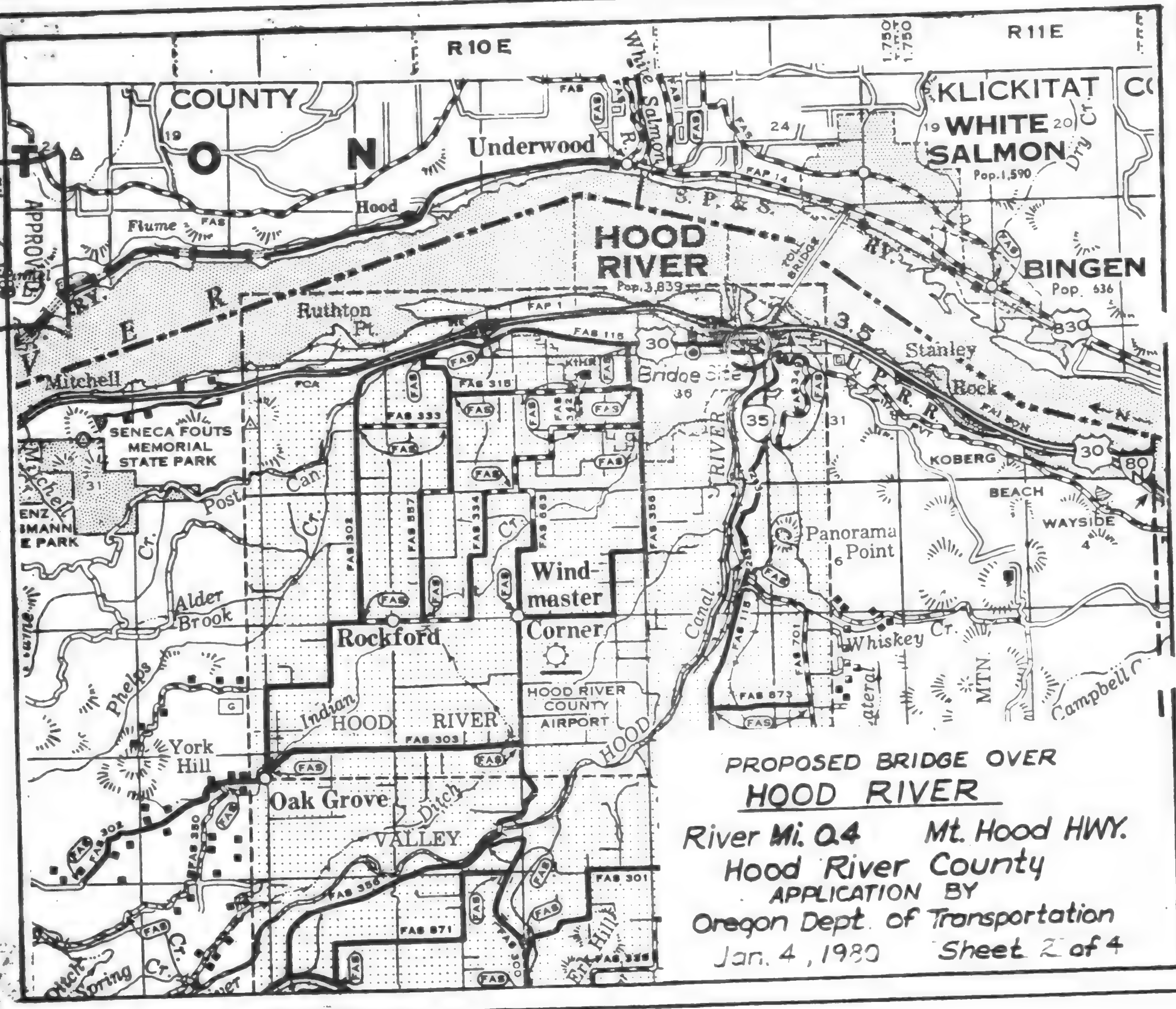
PROPOSED BRIDGE
OVER
HOOD RIVER

River Mi. 0.4 Mt. Hood HWY.
Hood River County Oregon
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 SHEET 1 OF 4

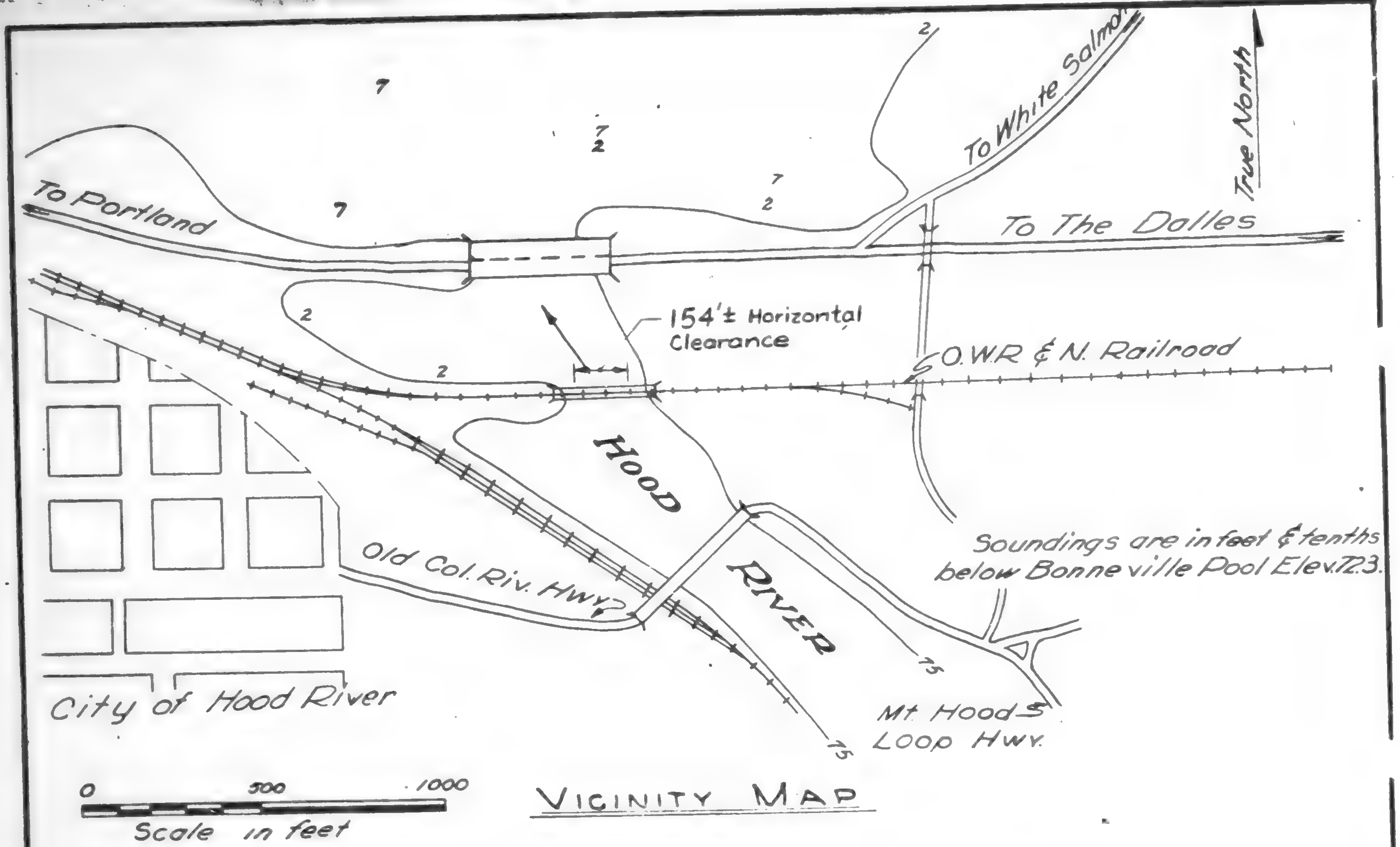
APPROVED
JUL 2 1980
P(73-80)
U.S.
COAST GUARD

ENCLOSURE NO. 1a

APPROVED
JUL 1980
P(73-80)
U.S.
COAST GUARD


R10E
R11E
COUNTY
O
N
KLICKITAT CO
WHITE SALMON
Pop. 1,590
BINGEN
Pop. 636
Underwood
White Salmon R.
S. P. & S. RY.
FAP 14
Hood
Flume
HOOD RIVER
Pop. 3,839
TOLL BRIDGE
Ruthton Pt.
Mitchell
SENECA FOUTS MEMORIAL STATE PARK
Post Can. Cr.
Alder Brook
Phelps Cr.
York Hill
Oak Grove
Rockford
Windmaster Corner
HOOD RIVER COUNTY AIRPORT
Indian
HOOD RIVER
VALLEY
Ditch
Spring Cr.
HOOD
RIVER
Canal
Bridge Site
30
35
80
830
Stanley Rock
U. P. R. R.
KOBERG
BEACH WAYSIDE
Panorama Point
Whiskey Cr.
MTN.
Lateral
Campbell Cr.
FAS 302
FAS 303
FAS 557
FAS 334
FAS 333
FAS 315
FAS 342
FAS 663
FAS 356
FAS 301
FAS 371
FAS 118
FAS 701
FAS 673
FAP 1

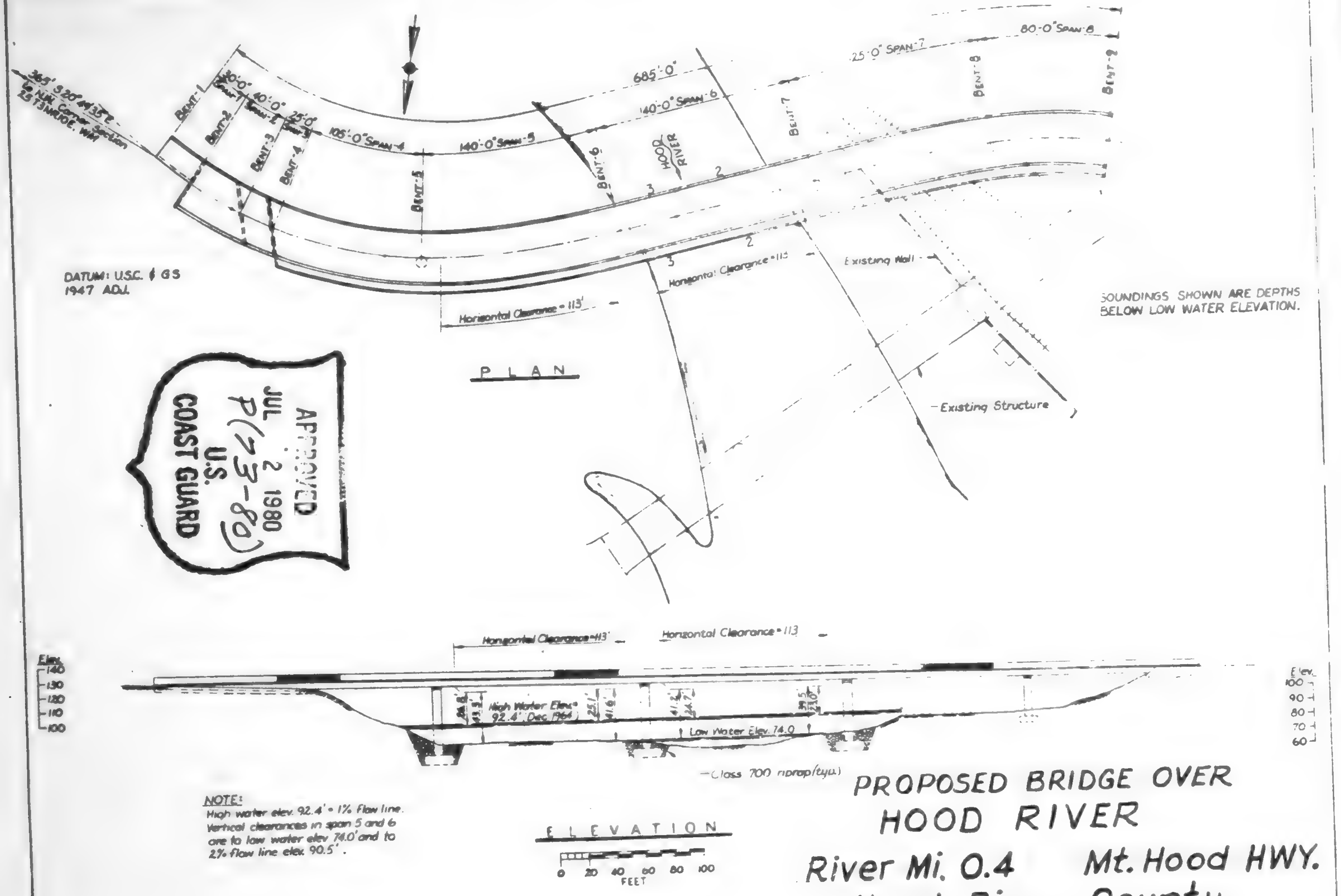
PROPOSED BRIDGE OVER
HOOD RIVER
River Mi. 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 Sheet 2 of 4


To Portland
To The Dalles
To White Salmon
True North
154'± Horizontal Clearance
O.W.R & N. Railroad
HOOD RIVER
Old Col. Riv. Hwy.
City of Hood River
Mt. Hood Loop Hwy.
Soundings are in feet & tenths below Bonneville Pool Elev. 72.3.
7
7
7
2
7
2
2
2
2
2
75
75
0
500
1000
Scale in feet

VICINITY MAP

EXISTING BRIDGES
OVER
HOOD RIVER
AT
THE CITY OF HOOD RIVER
HOOD RIVER COUNTY
OREGON DEPT. OF TRANSPORTATION
JAN. 4, 1980 SHEET 3 OF 4

APPROVED
JUL 2 1980
P(73-80)
U.S.
COAST GUARD


365' S 20° 49' 35" E
to N.W. Corner Section
25 T3N R10E, WM
Bent-1
Bent-2
Bent-3
Bent-4
Bent-5
Bent-6
Bent-7
Bent-8
Bent-9
30'-0" Span-1
40'-0" Span-2
25'-0" Span-3
105'-0" Span-4
140'-0" Span-5
140'-0" Span-6
25'-0" Span-7
80'-0" Span-8
685'-0"
HOOD RIVER
3
2
Horizontal Clearance = 113'
Horizontal Clearance = 113
Existing Wall
Existing Structure
DATUM: U.S.C. & G.S
1947 ADJ.
SOUNDINGS SHOWN ARE DEPTHS
BELOW LOW WATER ELEVATION.
PLAN
Elev.
140
130
120
110
100
Elev.
100
90
80
70
60
High Water Elev. 92.4' Dec. 1964
Low Water Elev. 74.0
25.1'
41.6'
41.2'
24.7'
Class 700 riprap (typ.)
ELEVATION
0
20
40
60
80
100
FEET

APPROVED
JUL 2 1980
P(73-80)
U.S.
COAST GUARD

NOTE:
High water elev. 92.4' = 1% flow line.
Vertical clearances in span 5 and 6 are to low water elev. 74.0' and to 2% flow line elev. 90.5'.

PROPOSED BRIDGE OVER
HOOD RIVER
River Mi. 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 Sheet 4 of 4

Revised 3-12-80

9228

L.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RS-473(8)
Hood River Bridge #200A

Date: May 21, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's preliminary plan submittal of May 2, 1980, and find the proposal acceptable. Please proceed with the design.

Please note that if the previous bridge was constructed in the dry, it is quite possible similar construction may be a viable alternate that should be considered in the new design. Please consider this comment in preparing your alternates and specifications.

G. L. Green

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
MAY 22 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9228

L.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: DES 23
Br 200A

May 2, 1980

Mr. Glen Green
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

Hood River Bridge
Hood River Bridge Section
Mt. Hood Highway
Hood River County
Bridge 200A

Enclosed are two reduced size prints of drawings 34794 and 34603 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the Foundation Report which has the Hydraulic Report in the Appendix.

The alignment, roadway width, and sidewalk are in accordance with the requirements for this project. The grade line was established to meet the existing highway on the east end and to provide the minimum vertical clearance over the railroad tracks on the west end. The length is required to span from top of bank to top of bank.

Prestressed precast girders and post-tensioned box girders were considered for this site. Because of the 20 degree curves at each end of the bridge the precast girders would have corded the curve and the spans would have been quite short. This alternate was not considered desirable and the box girder alternate was selected. Several span arrangements were studied with the one selected being the best compromise to keep the river bents to a minimum and the structural depth shallow. This will provide for the railroad vertical clearance and have a grade line as low as possible.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $1,900,000.

We request your approval of our preliminary plan and your concurrence that this project is eligible for HBR funding.

Walter J. Hart
Bridge Engineer

RECEIVED
TECHNICAL SERVICES
MAY 5 '80
REFER TO
FOR

Info	[illegible]	R/D	D.R.	[illegible]	[illegible]	[illegible]

L. E. Wallace
Asst. Bridge Engineer

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set plans
R. N. Bothman /w/ 2 sets plans
Gary Potter /w/ 1 set plans
E. L. Hardt /w/ 1 set plans

Form 734-3122

9236

L

LOC 7

April 8, 1980

Board of County Commissioners
Hood River County
Courthouse
Hood River, OR 97031

Attention: Leonard Shairbon
Director, Records and Assessments

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 431" adopted by the Transportation Commission on February 19, 1980 covering the Hood River Bridge Section of the Mt. Hood Highway in Hood River County.

Also attached is a survey approval map.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk
Att.

bc: Don Harwell

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Hood River Bridge Section of the Mt. Hood Highway in Hood River County, and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer; and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as the Hood River Bridge Section of the Mt. Hood Highway in Hood River County, should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

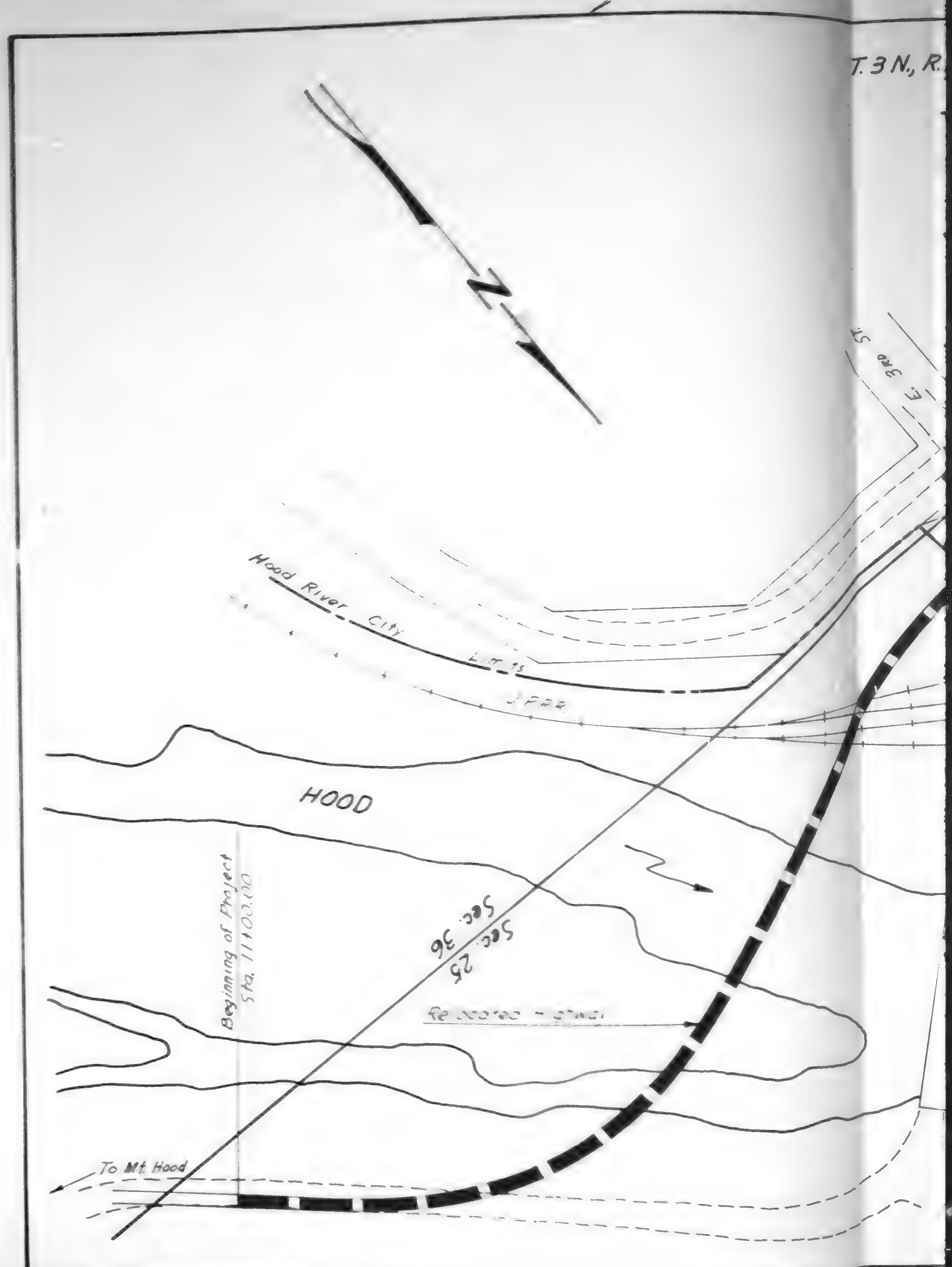
1. That the route location and highway design as shown on the Engineer's map of the Hood River Bridge Section of the Mt. Hood Highway in Hood River County, beginning at Highway Engineer's Station 11+00.00, and extending in a westerly direction to Highway Engineer's Station 25+00.00 (a distance of approximately 1400') which map for identification purposes bears Survey Approval Map File No. 1R-4-718 and the date of January, 1980, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

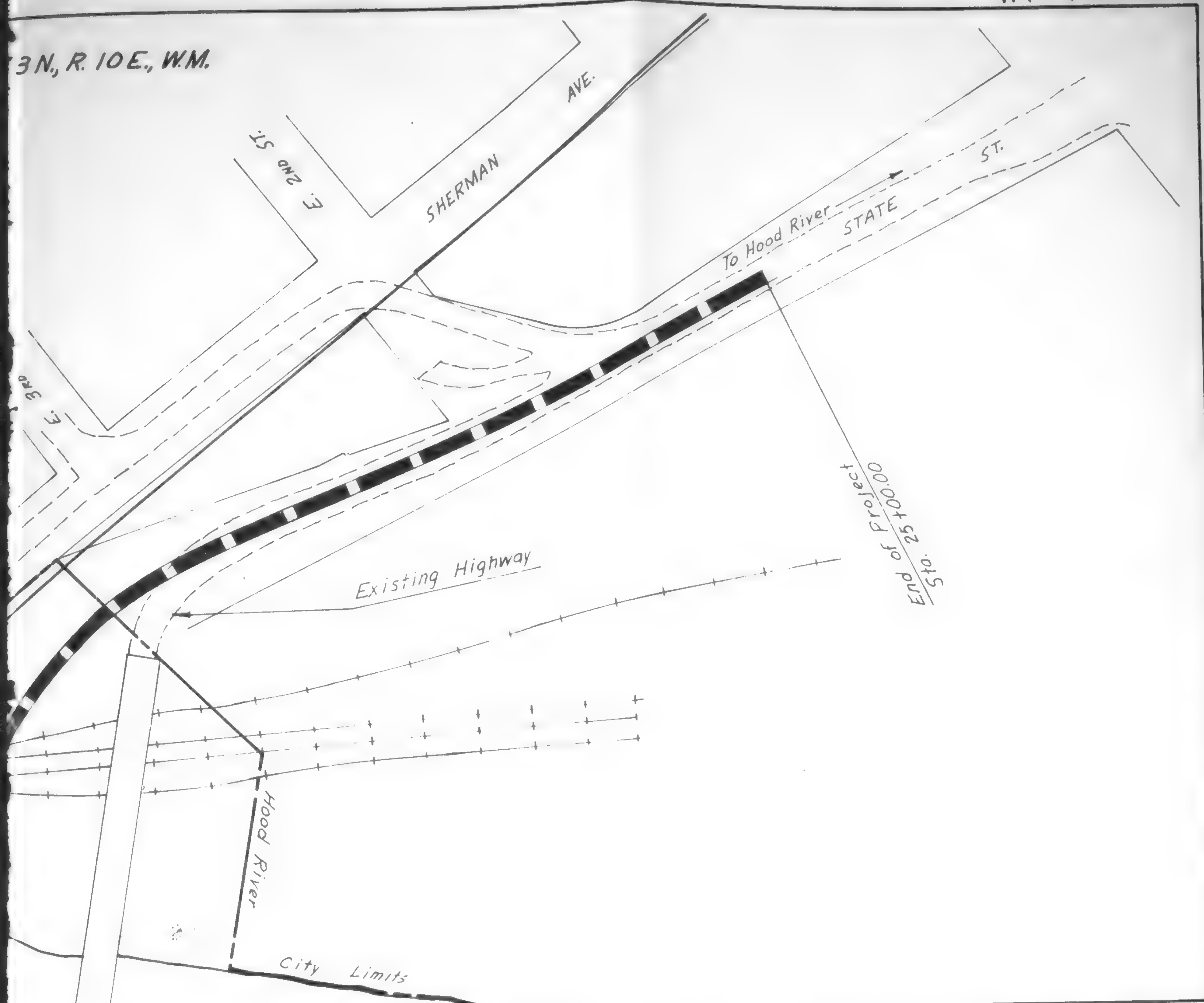
3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. The approval

and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route location and highway design approved hereby with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 19th day of February, 1980, as "Highway Corridor and Design Resolution No. 431."


T. 3 N., R.
N
E. 3rd St.
Hood River City Limits
U.P.R.R.
HOOD
Sec. 36
Sec. 25
Beginning of Project
Sta. 11+00.00
Relocated Highway
To Mt. Hood

1R-4-718


3 N., R. 10 E., W.M.
SHERMAN AVE.
E. 2nd ST.
E. 3RD
To Hood River
STATE ST.
End of Project
Sta. 25+00.00
Existing Highway
Hood River
City Limits
RIVER

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

HOOD RIVER BRIDGE

MT. HOOD HIGHWAY

HOOD RIVER COUNTY

SCALE: 1" = 100'	DATE: January, 1980

FOR DETAILS SEE DRG. NO. 98-2-19

PUBLIC HEARING .... *None Required*
THROUGHWAY RESOLUTION ADOPTED .... *NA*
ACCESS CONTROL .... *Limited*

APPROVED: *1-31*, 19*80*

TECHNICAL SERVICES ENGINEER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: CON 19

DATE: February 7, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

AGENDA
FEB 19 1980

SUBJECT: Survey Approval

The surveys have been completed on the following two bridge projects.

Hood River Bridge Section
Mt. Hood Highway, Hood River County

#H51

(NOTE: This portion of the Mt. Hood Highway has been relocated to eliminate sharp curvature at approaches of existing structure.)

Nehalem River Bridge Section
Oregon Coast Highway, Tillamook County

" H32

(NOTE: Improved alignment and local road access provided in relocation of this portion of the Oregon Coast Highway.)

In order that the records be clear as to the official location of these facilities, your approval of the attached survey approval maps is requested. The work has been accomplished consistent with the governing regulations.

This matter will be on the consent calendar for your February 19 meeting.

Attachment

BLG:bke jh

bc:	F. B. Klaboe	E. L. Hardt
	R. W. Gormsen	J. H. Versteeg
	D. H. Moehring	Frank Terpin
	R. L. Schroeder	Walt Hart
	E. S. Hunter	George Bell
	C. O. Fredrickson	

Form 734-3122

9228

Don Heyner, Designer

26

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR 31 1980
M AM ADM RBR CA RS
FMS AS CL OS IA RUE

DATE March 28, 1980

TO DESIGN SECTION
Department of Transportation Bldg.
Salem

Kenneth Rolfe

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Hood River Bridge Section
Mt. Hood Highway
Hood River County

A personal contact with Mr. Harry English, who owns property on the east side of the river adjacent under File 5077-Tum-A-Lum Lumber Company, should be brought to your attention.

Mr. English has on his property an old rock pit excavation in which he would allow a State's contractor to dump the concrete and re-inforcing steel from the old bridge. He also has fill material on another parcel nearby which would be available if needed.

KR:kf

enc.

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
1 Christensen Don
Olson
Sullivan copy
[illegible]
AB Trost copy
Wakefield

RECEIVED
MAR 31 1980
ROAD DESIGN SECTION

Do Not File
Return To
[illegible]
Action

REPORT OF PERSONAL INTERVI

☐ Non-White

☒ Legal Owner ☒ Contract Purchaser ☐ Other

File No. 50771

☐ Liaison ☒ Appraisal ☐ Property Mgmt.

Last Name Tum-A-Lum Lumber

☐ Acquisition ☐ Relocation ☐ Other

Section Hood River Bridge

Name Tum-A-Lum Lumber Co.

Address P.O. Box 497, Walla Walla, Washington 99362

Documents Delivered:

Area of Taking

☐ Dwelling ☐ Farm ☐ Bus.

Amount Approved $

☐ Nonprofit ☐ Unimproved

Documents	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
3/12/80	Bob Baker, Manager of Tum-A-Lum Lumber Co. yard / M. McEldowney & H. Brindley

Marvin McEldowney and I called on Mr. Baker at the new Tum-A-Lum Lumber Co. sales yard located on the east end of the Harry English property. We showed Mr. Baker the R/W Map. He asked how far the proposed R/W would reach back toward their building. We told him we would get a copy of the survey and try to locate the building on the R/W map.

We called on the County Surveyor and got a copy of the survey and came back to the lumber company. We located the new building by measuring from the power poles which show on the R/W map. A check from the Hood River boat works shop on the English property indicated the poles must not be properly located. We told Mr. Baker we couldn't locate the Tum-A-lum building with any degree of accuracy, so we would phone the Region office and request the Engineering Section locate it.

Mr. BAker said Tum-A-Lum Lumber Co. is a privately held corporation with headquarters in Vancouver, Washington. The following are some of the company officials:
General Manager = John Crawford, Vancouver, Wash. phone: 206-699-4507.
Dist. Manager = Tom Cornett, Ptld, Ore.; phone: 285-3368.
Hood River Constr. Coordinator = Jim Crawford, P.O. Box 243, Welches,Ore 97067
phone: 622-3597.

3/12/80 Harry English, Henry Brindley

I called on Mr. English at his home and showed him the R/W map. Told him I was sorry I didn't get to Hood River sooner but this was the first opportunity I had to come up the river since we had talked on the telephone before Christmas.

He said an Engineer had talked to him about depositing the debris from the old bridge in the old rock pit excavation on the west end of his property. He said he told the engineer the State could put the bridge debris there if they would cover the debris with some soil so the sharp concrete and re-inforcing steel are covered. (over)

By Henry Brindley

Henry Brindley
Right of Way Agent

FORM 81-734-3708

Use reverse side (tumblehead)

He also said Tum-A-Lum Lumber was obligated to construct a road along the south side of their new building to his remainder and he would have a right to use the road.

Mr. English also said he had offered the State free fill for this job from a parcel of land he owns to the east of the project through the engineer he talked to about disposal site for the bridge debris.

I told Mr. English we would ask the engineering section to locate the Tum-A-Lum Lumber Co. building on the R/W map.

3/28/80 Telephone - Jim Crawford / Brindley

I phoned Mr. Crawford at his residence and verified the selling price of their purchase from English. I also told him the resident engineer had completed the location of the "L" line and prepared "x" sections of the highway and their land parcel showing the basalt rock cut. Told him R/W had asked design to review the need for R/W from Tum-A-Lum after they had seen the "x" sections showing the extent of the basalt flow and the location of the existing rock cut. Told him we would contact Tum-A-Lum as soon as we hear from design which I expected to be about a week or 10 days.

9238

L,

Br 200A

March 14, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle WA 98174

Attention John Mikesell

Proposed Bridge Replacement
Hood River and UPRR Oxing Bridge
River Mile 0.4
Bridge 200A

Enclosed are the original reproducible permit drawings for the Hood River Bridge. They have been revised to comply with the instructions in your letter of February 21, 1980.

Walter J. Hart
Bridge Engineer

Paul A. Anderson
Office Engineer

Enclosure

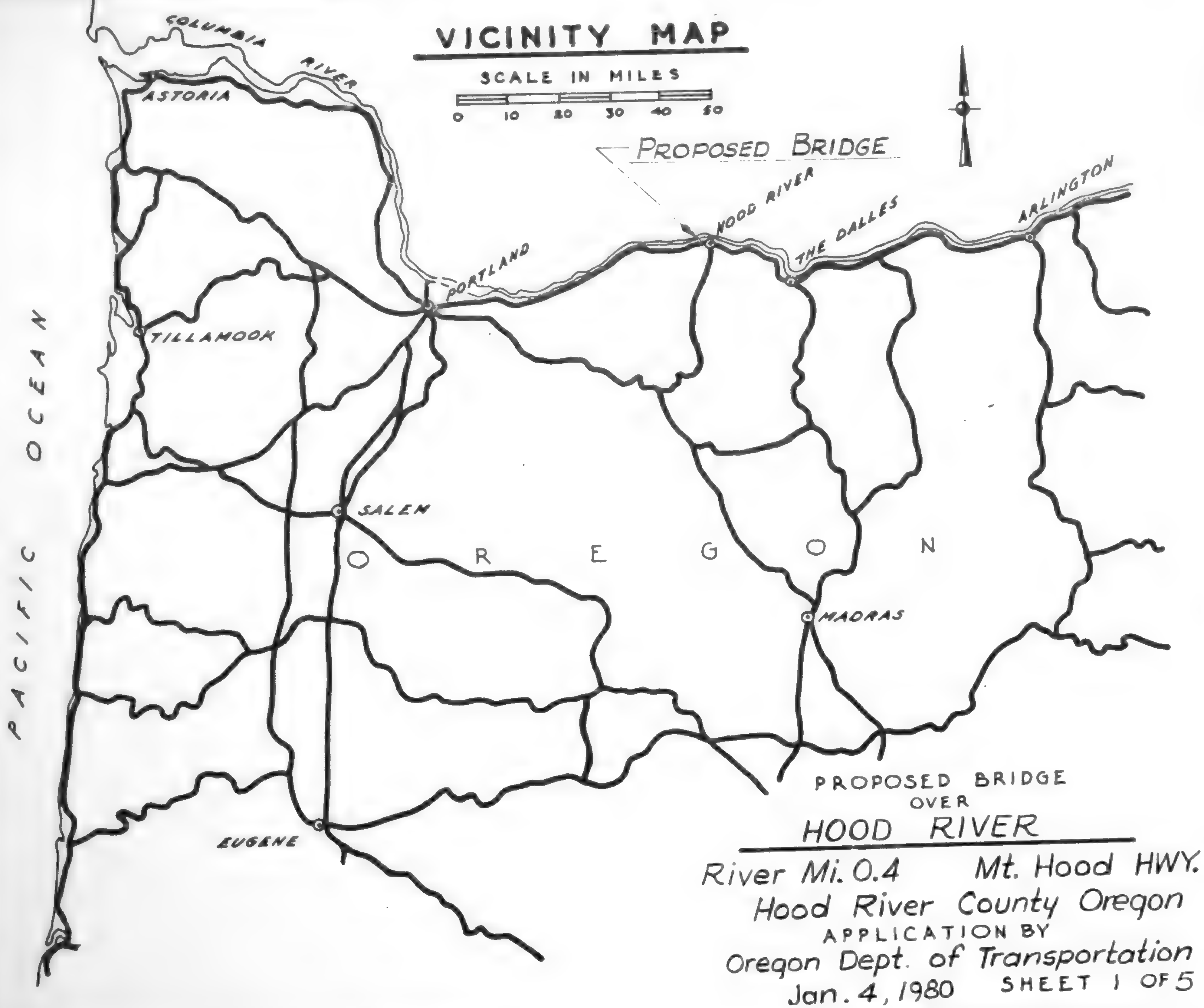
bc /w/ copy of dwgs.
E. S. Hunter
Glen L. Green, FHWA
H. S. Coulter
J. H. Versteeg
Gary Potter
E. L. Hardt

noted
H. S. COULTER

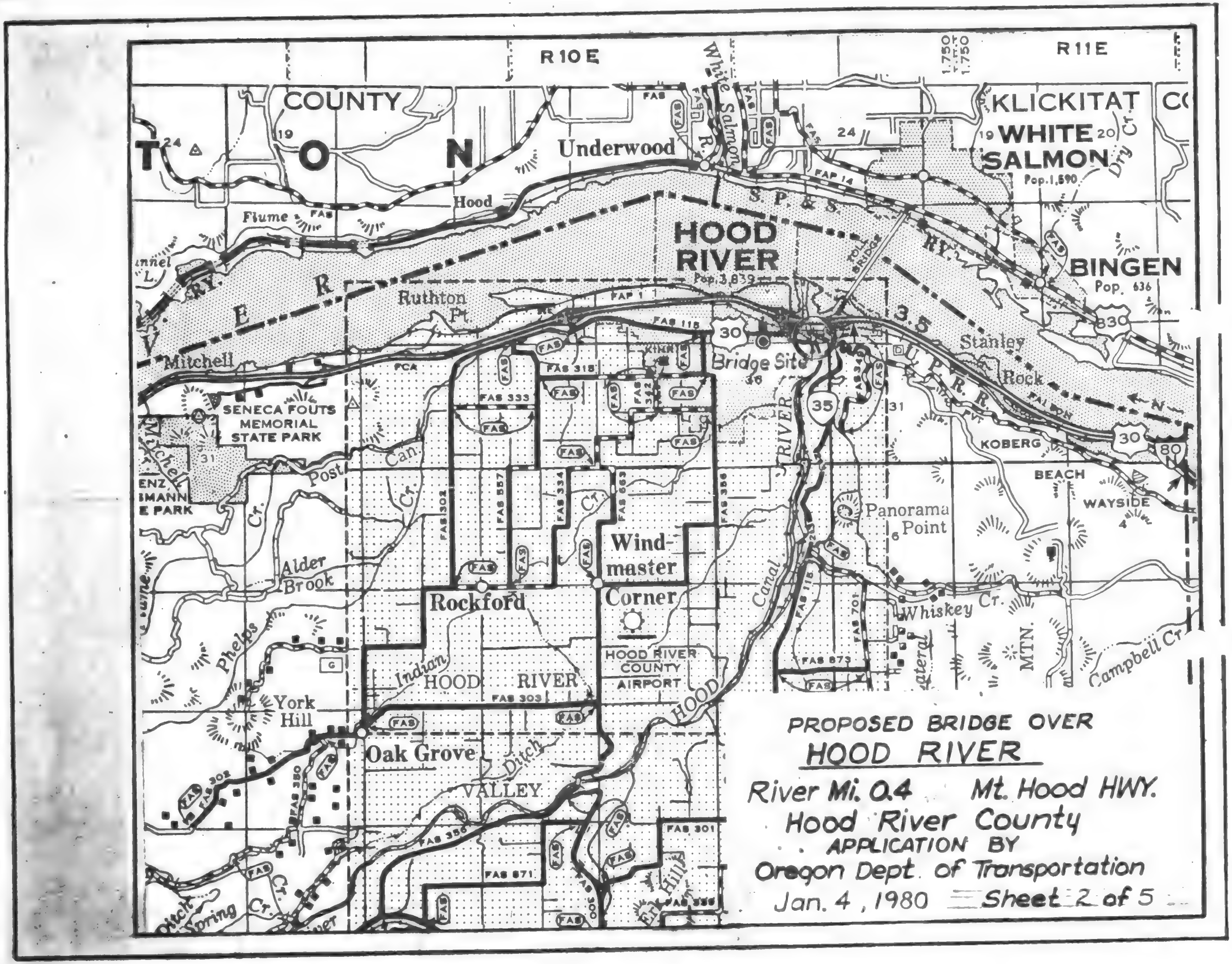
RECEIVED
STATE HWY ENGR
MAR 17 '80
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File
						✓

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
PACIFIC OCEAN
COLUMBIA RIVER
ASTORIA
TILLAMOOK
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
SALEM
EUGENE
MADRAS
OREGON

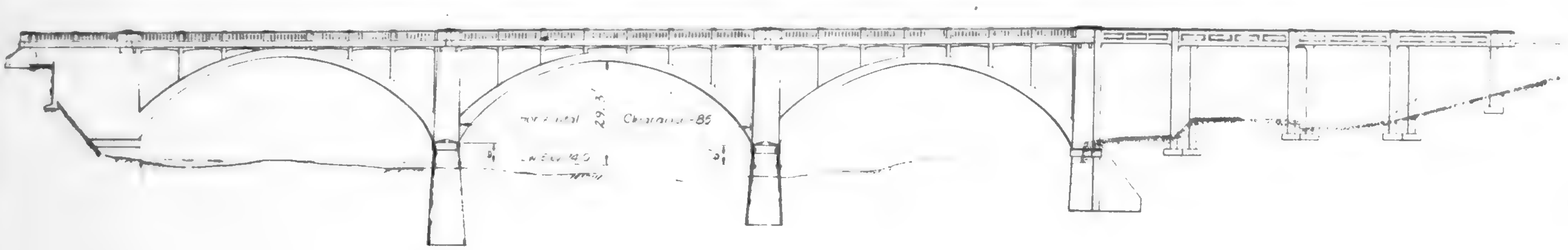
PROPOSED BRIDGE
OVER
HOOD RIVER
River Mi. 0.4 Mt. Hood HWY.
Hood River County Oregon
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 SHEET 1 OF 5


R10E
R11E
COUNTY
KLICKITAT CO
T O N
Underwood
White Salmon R.
WHITE SALMON
Pop. 1,590
Dry Cr.
Hood
Flume
S. P. & S. RY.
HOOD RIVER
Pop. 3,839
BINGEN
Pop. 636
Ruthton Pt.
Mitchell
SENECA FOUTS MEMORIAL STATE PARK
Bridge Site
Stanley Rock
U. P. R. R.
KOBERG
BEACH
WAYSIDE
Panorama Point
Whiskey Cr.
MTN.
Campbell Cr.
Wind-master Corner
Rockford
HOOD RIVER COUNTY AIRPORT
Canal
RIVER
HOOD
Post Can. Cr.
Alder Brook
Phelps Cr.
York Hill
Oak Grove
Indian
HOOD RIVER VALLEY
Ditch
Spring Cr.
Eh Hill
FAS 302
FAS 557
FAS 334
FAS 563
FAS 356
FAS 333
FAS 318
FAS 342
FAS 303
FAS 350
FAS 301
FAS 571
FAS 118
FAS 701
FAS 573
FAP 1
FAP 14
30
35
80
830
3.5
24
31
36
1.750
N

PROPOSED BRIDGE OVER

HOOD RIVER

River Mi. 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 Sheet 2 of 5


Horizontal Clearance -85
29.3'
Low Water 14.0

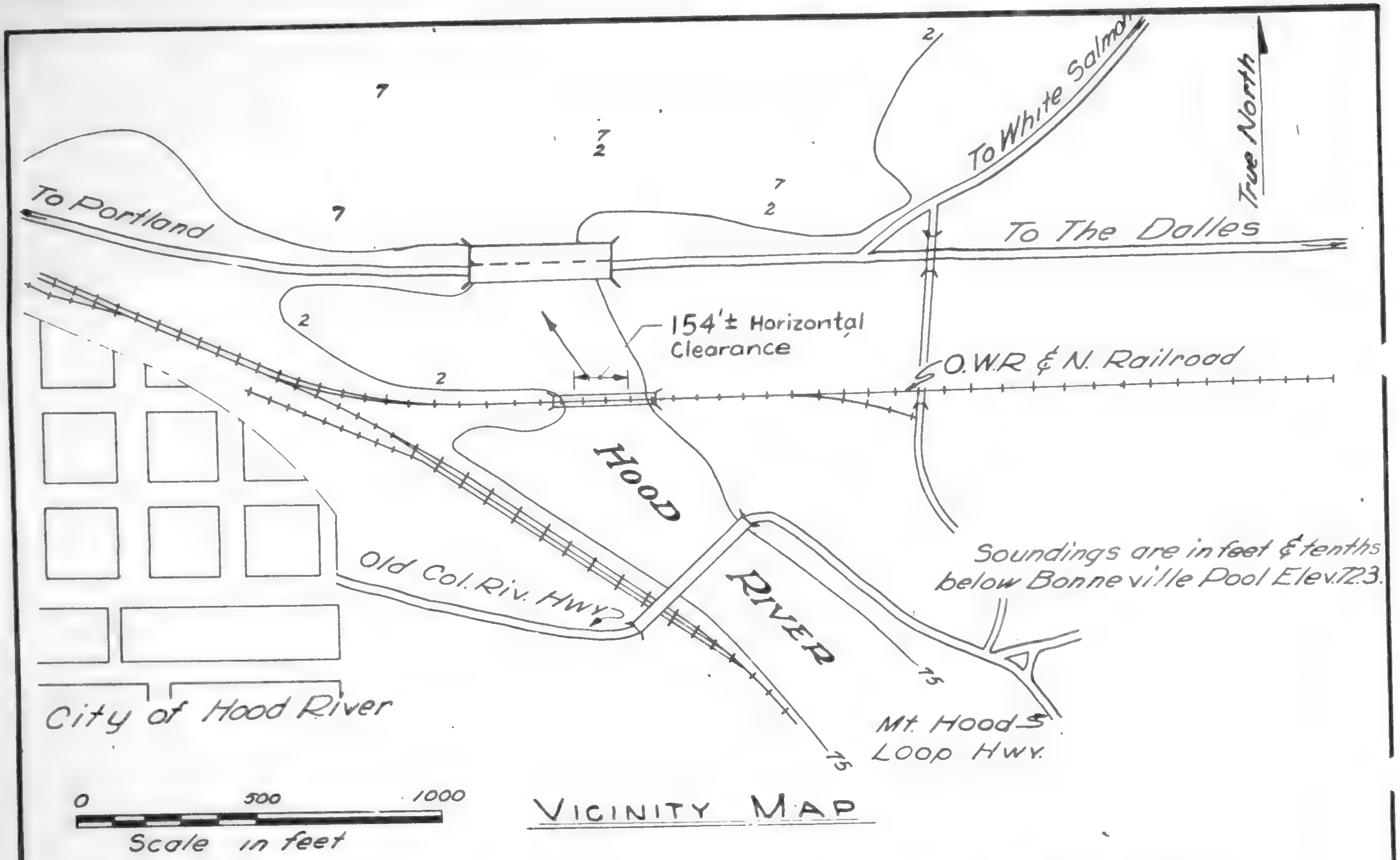
ELEVATION EXISTING BRIDGE

0
20
40
60
80
FEET

EXISTING BRIDGE OVER

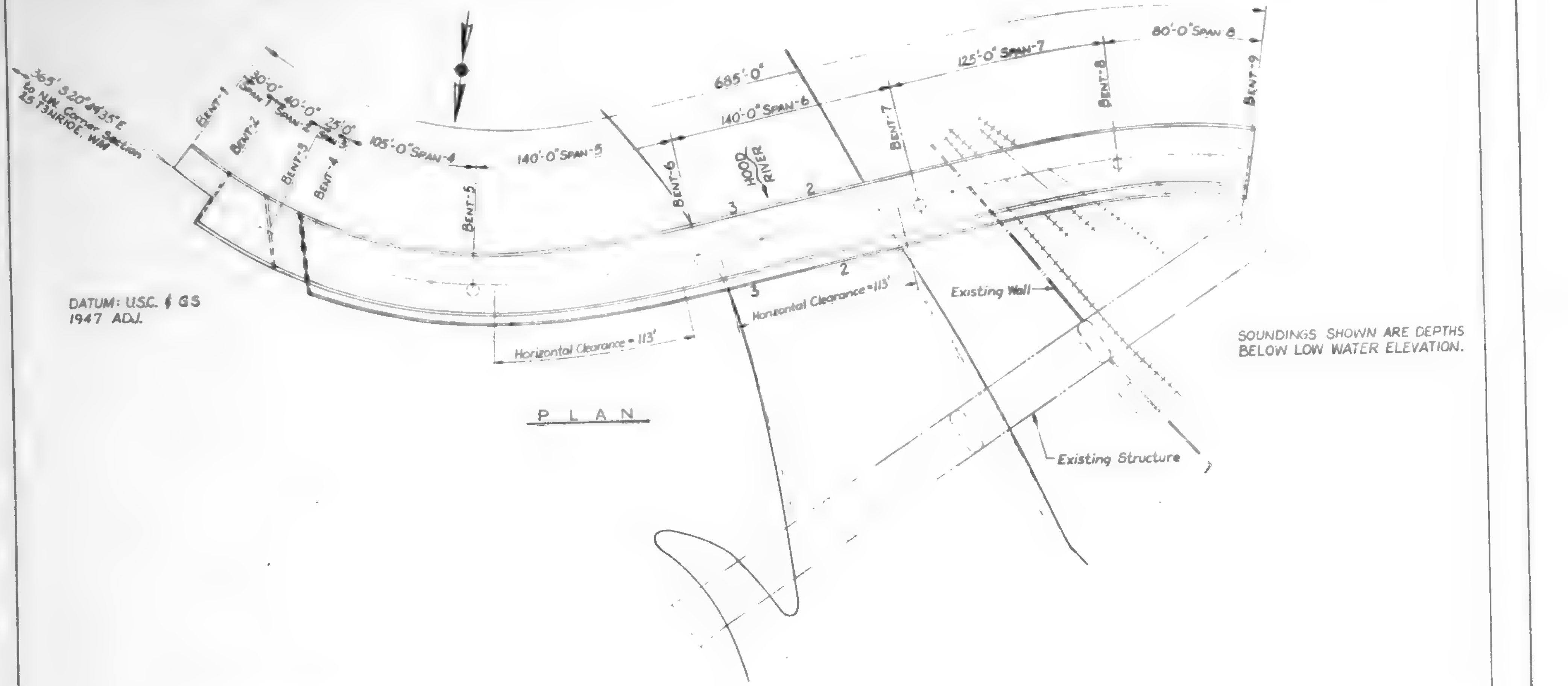
HOOD RIVER

River Mi. 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 Sheet 3 of 5

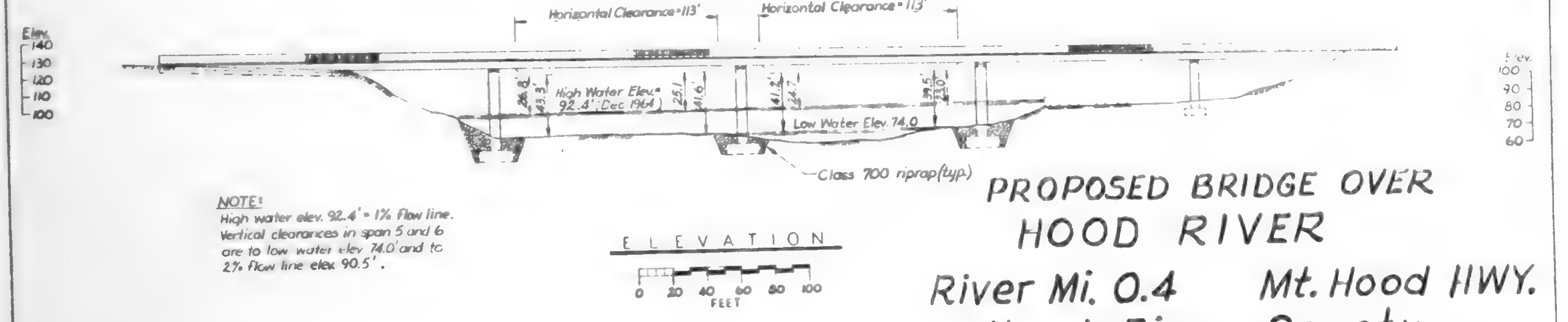

True North
To Portland
To White Salmon
To The Dalles
154'± Horizontal Clearance
O.W.R & N. Railroad
Hood River
Old Col. Riv. Hwy.
City of Hood River
Mt. Hood Loop Hwy.
Soundings are in feet & tenths below Bonneville Pool Elev. 72.3.
0
500
1000
Scale in feet

VICINITY MAP

EXISTING BRIDGES
OVER
HOOD RIVER
AT
THE CITY OF HOOD RIVER
HOOD RIVER COUNTY
OREGON DEPT. OF TRANSPORTATION
JAN. 4, 1980 SHEET 4 OF 5


365' S 20° 19'35" E
to N.W. Corner Section
25 T3N R10E, WM
Bent-1
Bent-2
Bent-3
Bent-4
Bent-5
Bent-6
Bent-7
Bent-8
Bent-9
30'-0" Span-1
40'-0" Span-2
25'-0" Span-3
105'-0" Span-4
140'-0" Span-5
140'-0" Span-6
125'-0" Span-7
80'-0" Span-8
685'-0"
HOOD RIVER
3
2
Horizontal Clearance = 113'
Horizontal Clearance = 113'
Existing Wall
Existing Structure
DATUM: U.S.C. & GS
1947 ADJ.
SOUNDINGS SHOWN ARE DEPTHS
BELOW LOW WATER ELEVATION.

PLAN


Elev.
140
130
120
110
100
Horizontal Clearance = 113'
Horizontal Clearance = 113'
26.8'
43.3'
High Water Elev. = 92.4' (Dec 1964)
25.1
41.6'
41.2'
24.7
39.5'
23.0
Low Water Elev. 74.0
Class 700 riprap (typ.)
Elev.
100
90
80
70
60
0
20
40
60
80
100
FEET

NOTE:
High water elev. 92.4' = 1% flow line.
Vertical clearances in span 5 and 6 are to low water elev 74.0' and to 2% flow line elev. 90.5'.

ELEVATION

PROPOSED BRIDGE OVER
HOOD RIVER

River Mi. 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 Sheet 5 of 5

Revised 3-12-80

1238

L.

DES 23
Br. 200A

March 13, 1980

Commander
13th Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Proposed Bridge Replacement
Hood River and UPRR O'xing Bridge
River Mile 0.4
Bridge 200A

The following comments are in reply to your February 21 letter which asked for more information on the proposed bridge replacement.

1. There will not be any increased costs of construction due to navigation requirements.

2. The Hood River is in a Federally designated flood plain at the bridge site.

3. There is no existing commercial navigation on Hood River and we have no knowledge of any activities or commercial facilities, present or future, that would be affected by the project.

4. No parks will be affected by the project. As stated in the final negative declaration, no historic places or wetlands will be affected and archeological clearance will be obtained from the State Historical Preservation Office.

5. The additional right-of-way that will be required for the project has not been purchased. Acquisitions will begin in March of 1980 and will be completed by September 1980. These properties are discussed in the negative declaration. Provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 that pertain to their acquisition will be adhered to.

6. The project will not affect prime or unique farm lands. As stated in the negative declaration, the project has been coordinated with the Oregon Department of Fish and Wildlife. This coordination includes construction times and methods and will continue through the

final design and construction stages of the project. In addition, a Section 404 Permit has been applied for which will insure U.S. Fish and Wildlife Service review.

The project has been checked for endangered species. None were found to be threatened.

7. There have been no comments or changes since issuance of the final negative declaration.

8. Sheet 5 of 6 has been deleted and the drawings have been re-numbered.

9. The Coast Guard instruction for bridge permit applications states that only structural details that affect navigation should be shown on the drawings. While the final design is usually not completed at the time a permit application is made, the structure type and span lengths have been determined. Therefore, horizontal and vertical clearances will not change.

10. We are not familiar with the term "2% flow-line elevation". After checking with our Hydraulics Section, the Oregon Department of Water Resources, and the U.S. Corps of Engineers, we have assumed that it refers to the 50-year flood elevation. The drawings have been changed to show the clearances requested relative to that elevation. Three copies of the revised drawings are enclosed. We will return your corrected mylars as soon as we receive them.

The gains made in the past several years in expediting permits seems to have been lost. This concerns us. We once again seem to be straying from the requirements of your "Instructions to Applicants for Permits Over Navigable waters" to an area somewhat far afield. In the instance of the permit for the Hood River Bridge, a great deal of the supplemental information is provided in the negative declaration. A copy of the draft negative declaration was reviewed by your office and acknowledged on June 25, 1979 as being adequate for the Coast Guard's purposes, with one minor comment. Also, it seems a superfluous exercise to require a statement on each permit application that we will abide by any specific law, act, or policy. It is obvious we would not knowingly do otherwise.

The Oregon Department of Transportation will gladly furnish any information that will facilitate the issuance of bridge permits, but we need a clarification as to what is required.

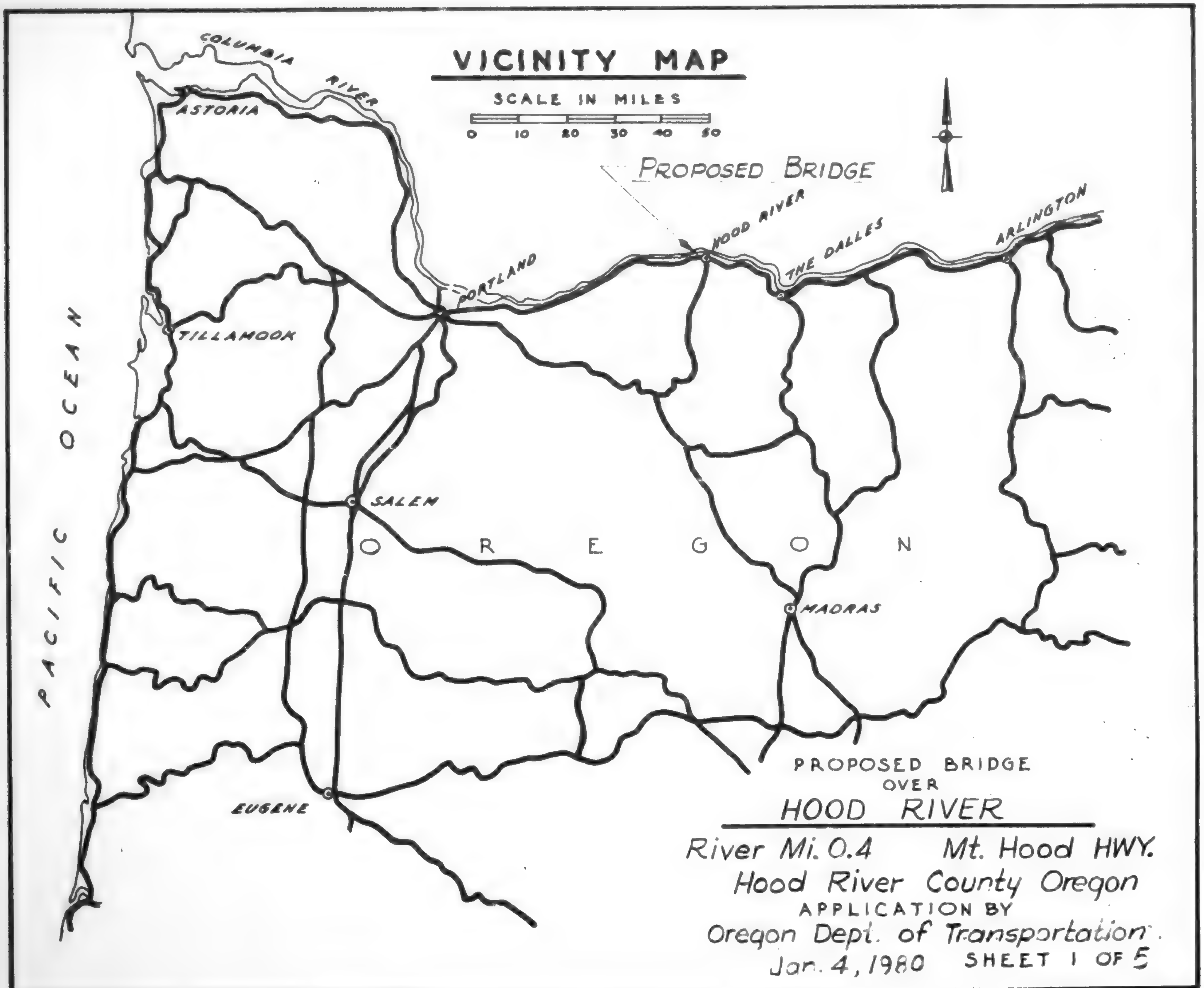
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachments

bc Glen Green - FHWA
H. S. Coulter
J. H. Versteeg
Gary Potter
Walt Hart
Ed Hardt

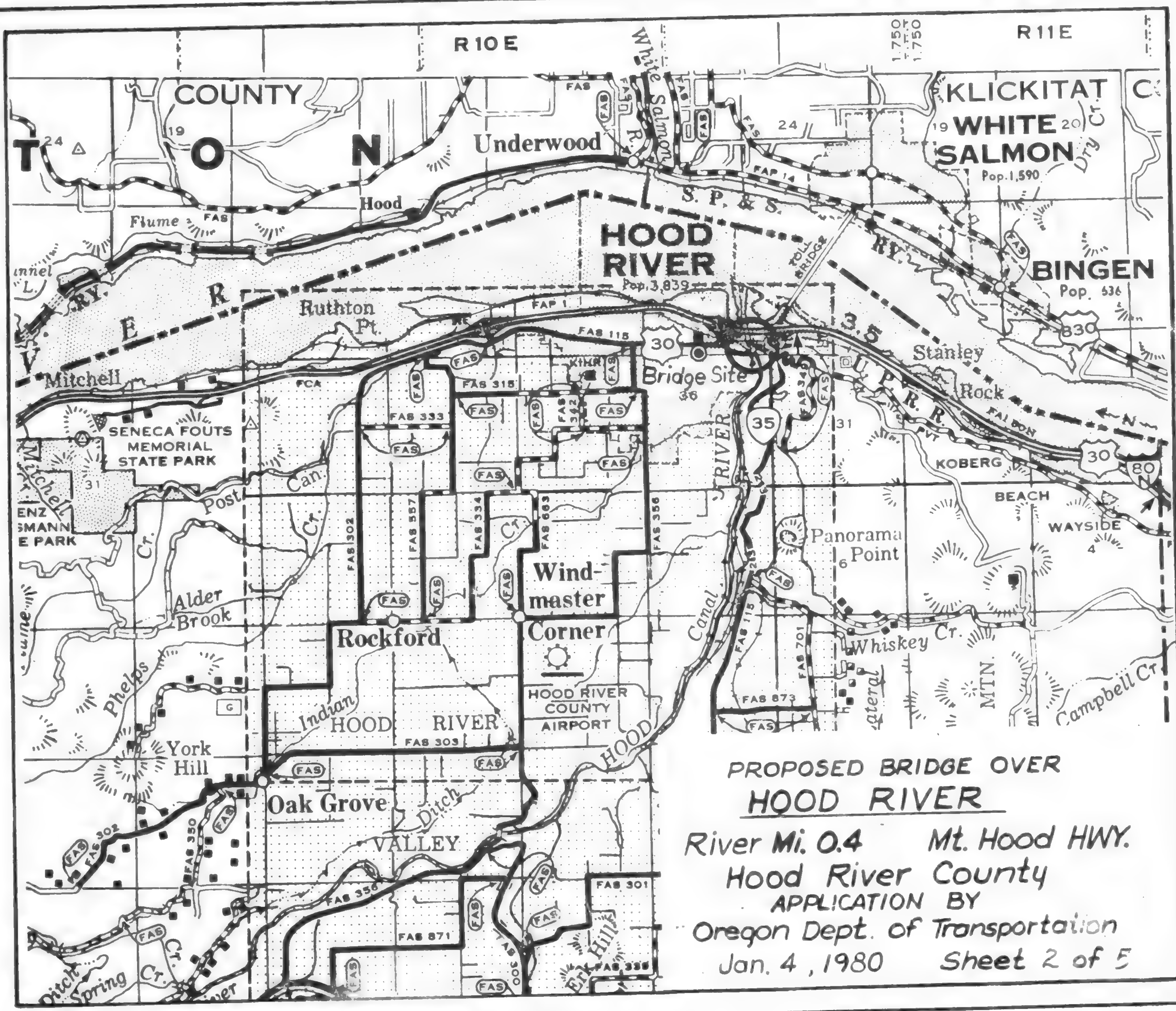
WJH:dh ja


VICINITY MAP
SCALE IN MILES
0 10 20 30 40 50
PROPOSED BRIDGE
COLUMBIA RIVER
ASTORIA
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
TILLAMOOK
PACIFIC OCEAN
SALEM
OREGON
MADRAS
EUGENE

PROPOSED BRIDGE
OVER

HOOD RIVER

River Mi. 0.4 Mt. Hood HWY.
Hood River County Oregon
APPLICATION BY
Oregon Dept. of Transportation.
Jan. 4, 1980 SHEET 1 OF 5


R10E
R11E
1.750
1.750
COUNTY
KLICKITAT C
T O N
Underwood
White Salmon R.
WHITE SALMON
Pop. 1,590
Dry Cr.
Hood
Flume
S. P. & S. RY.
HOOD RIVER
Pop. 3,839
TOLL BRIDGE
BINGEN
Pop. 636
R I V E R
Ruthton Pt.
FAP 1
FAP 14
FAS 115
30
3.5
Stanley Rock
U. P. R. R.
Mitchell
SENECA FOUTS MEMORIAL STATE PARK
Bridge Site
35
KOBERG
BEACH
WAYSIDE
80N
Post Can.
Alder Brook
Phelps Cr.
Rockford
Windmaster Corner
HOOD RIVER COUNTY AIRPORT
Indian
HOOD RIVER
FAS 302
FAS 557
FAS 334
FAS 663
FAS 333
FAS 315
FAS 342
FAS 356
FAS 303
FAS 350
FAS 871
FAS 301
FAS 300
FAS 873
FAS 701
FAS 340
KIHR
York Hill
Oak Grove
Ditch
VALLEY
Canal
HOOD
Panorama Point
Whiskey Cr.
Lateral
MTN.
Campbell Cr.
Spring Cr.
Ditch
Ery Hill
ENZ
SMANN
E PARK

PROPOSED BRIDGE OVER

HOOD RIVER

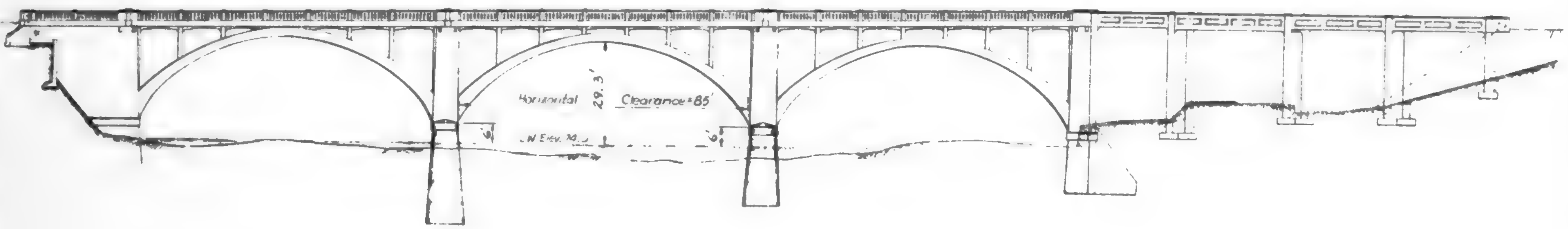
River Mi. 0.4 Mt. Hood HWY.

Hood River County

APPLICATION BY

Oregon Dept. of Transportation

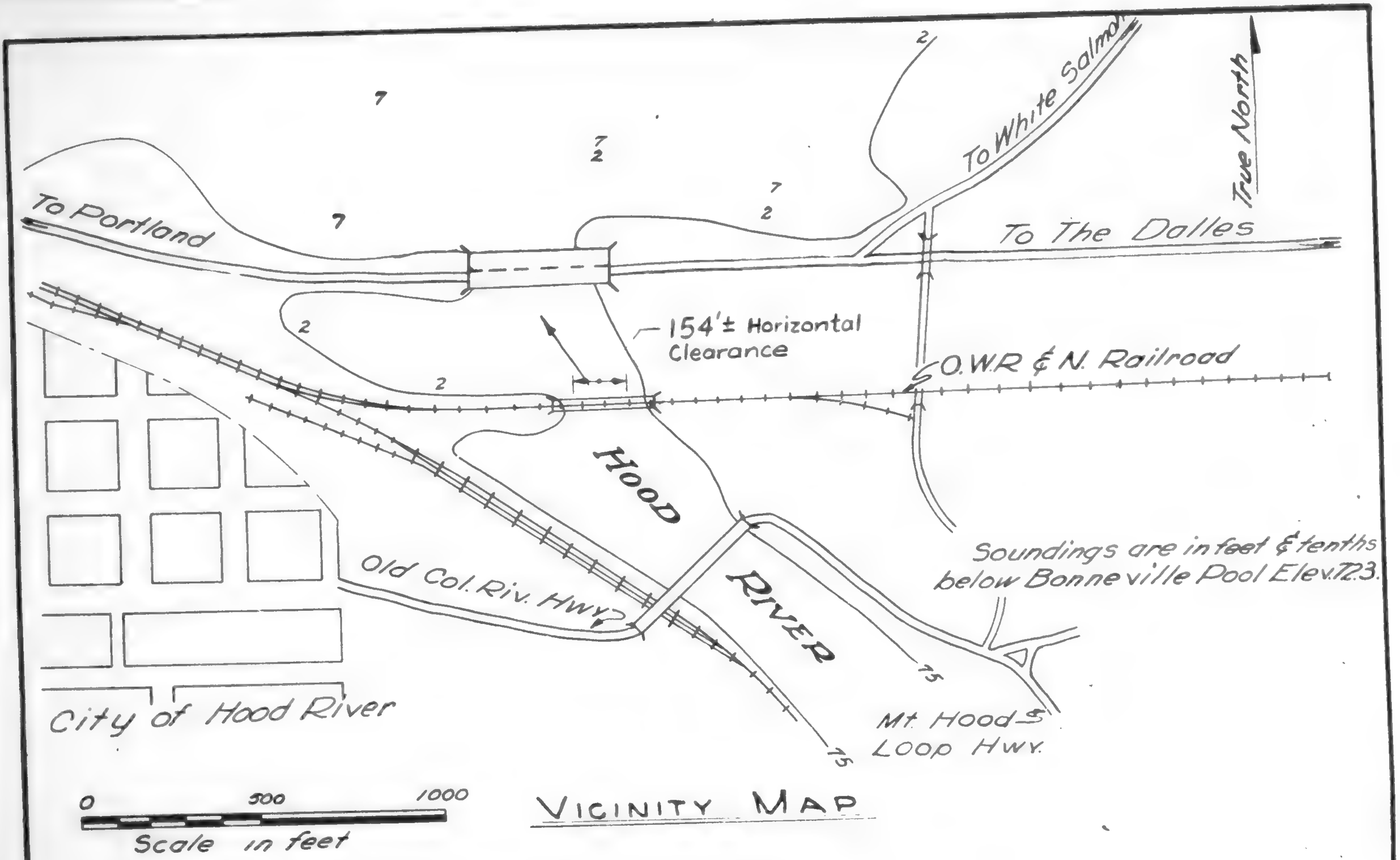
Jan. 4, 1980 Sheet 2 of 5


Horizontal Clearance = 85'
29.3'
LW Elev. 74
6'
6'

ELEVATION EXISTING BRIDGE

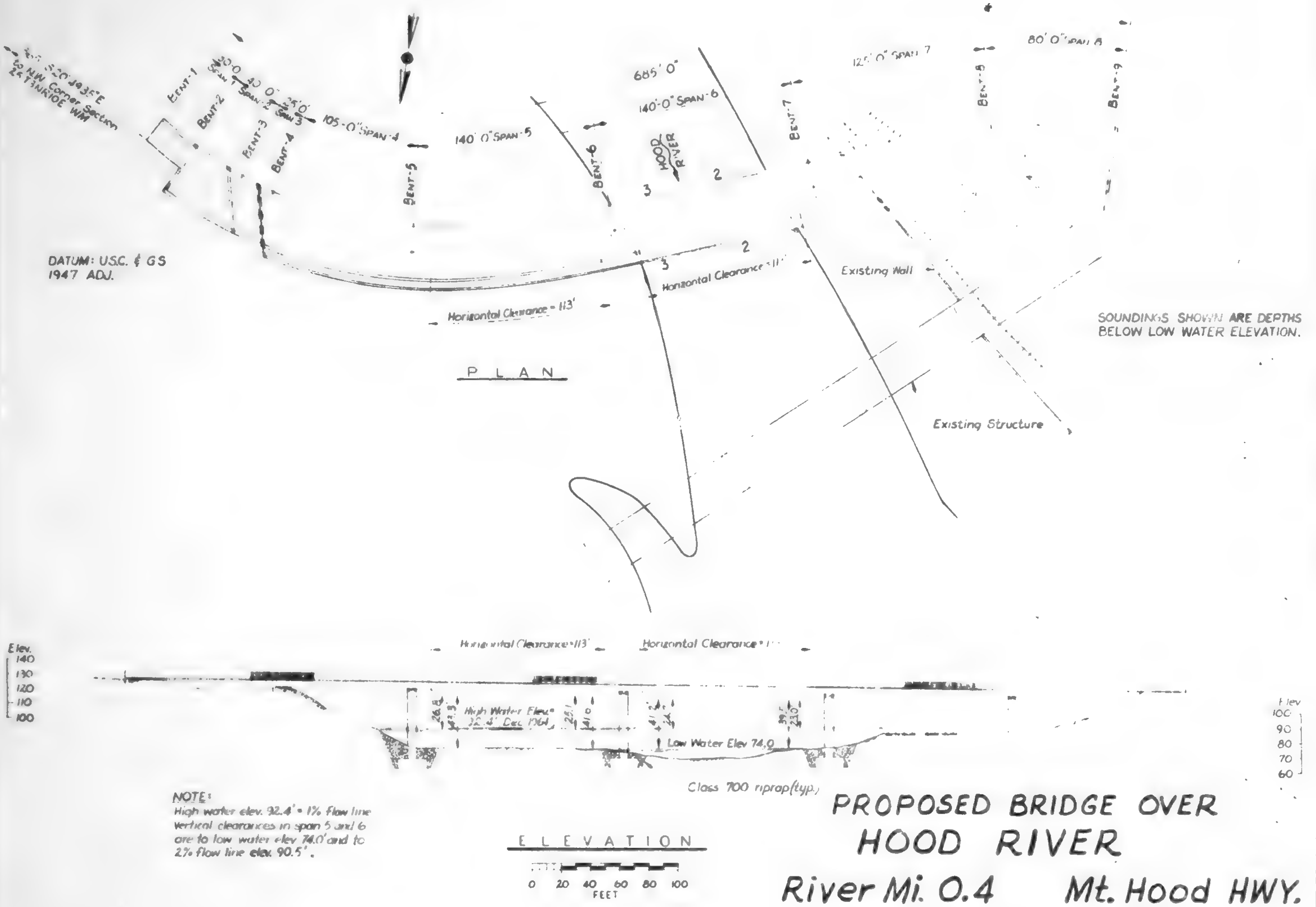
0
20
40
60
80
FEET

EXISTING BRIDGE OVER
HOOD RIVER
River Mi. 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 Sheet 3 of 5


To Portland
To White Salmon
To The Dalles
True North
7
7
7 2
7 2
2
2
2
154'± Horizontal Clearance
O.W.R & N. Railroad
HOOD
RIVER
Old Col. Riv. Hwy.
City of Hood River
Mt. Hood Loop Hwy.
75
75
Soundings are in feet & tenths below Bonneville Pool Elev. 72.3.
0
500
1000
Scale in feet

VICINITY MAP

EXISTING BRIDGES
OVER
HOOD RIVER
AT
THE CITY OF HOOD RIVER
HOOD RIVER COUNTY
OREGON DEPT. OF TRANSPORTATION
JAN. 4, 1980 SHEET 4 OF 5


S20°49'35"E
to N.W. Corner Section
24 T3N R10E WM
BENT-1
BENT-2
BENT-3
BENT-4
BENT-5
BENT-6
BENT-7
BENT-8
BENT-9
30'-0" SPAN 1
40'-0" SPAN 2
25'-0" SPAN 3
105'-0" SPAN-4
140'-0" SPAN-5
140'-0" SPAN-6
125'-0" SPAN 7
80'-0" SPAN 8
685'-0"
HOOD RIVER
3
2
3
2
Horizontal Clearance = 113'
Horizontal Clearance = 11
Existing Wall
Existing Structure
P L A N
Elev.
140
130
120
110
100
Horizontal Clearance = 113'
Horizontal Clearance = 1
26.8
43.3
High Water Elev. 92.4' Dec 1964
28.1
41.0
41.3
24.
39.5
23.0
Low Water Elev 74.0
Class 700 riprap(typ.)
Elev
100
90
80
70
60
E L E V A T I O N
0
20
40
60
80
100
FEET

DATUM: USC. & GS
1947 ADJ.

SOUNDINGS SHOWN ARE DEPTHS
BELOW LOW WATER ELEVATION.

NOTE:
High water elev. 92.4' = 1% flow line vertical clearances in span 5 and 6 are to low water elev 74.0' and to 2% flow line elev. 90.5'.

PROPOSED BRIDGE OVER
HOOD RIVER
River Mi. 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Revised 3-12-80 Jan. 4, 1980 Sheet 5 of 5

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442 5864

RECEIVED
TECHNICAL SERVICES
FEB 25 '80
REFER TO
Stant
FOR

Info	Inves	R/O	D/R	Sign	Act	File
		X				

16591
Serial 97
21 February 1980

RECEIVED
FEB 26 1980
BRIDGE SECTION

State of Oregon
Department of Transportation
ATTN: Mr. E. S. Hunter
Assistant State Highway Engineer
Transportation Building
Salem, OR 97310

RE: Proposed Replacement Bridge
across Hood River, Mile 0.4,
Hood River, OR

Gentlemen:

Your letter of application, dated 4 January 1980, seeking approval of location and plans for subject bridge has been received. Additional information is needed to permit processing of your application. Specific items are summarized below.

1. The cost of the proposed bridge has been estimated at $2,700,000. Information is needed on the increased costs of construction, if any, to meet the requirements of navigation.

2. The Negative Declaration states that the Hood River "has no pronounced floodplain", therefore, no floodplain map is included. This statement should be clarified as to whether there is, or is not, a Federally-designated floodplain for the Hood River at the site of the proposed bridge.

3. Available information on existing and prospective navigation on the Hood River should be included. The discussion also should contain a description of any water-related activities or commercial facilities that would be affected by the proposed project. The impacts to such facilities, if any, should be described.

4. Impacts of the proposed project, if any, on lands protected under Section 4(f) of the Department of Transportation Act of 1966 should be discussed. If no such properties would be affected, a statement to that effect should be included.

5. The Negative Declaration indicates that additional right of way may be required for the proposed project. The status of land acquisition should be discussed and it should be stated that the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will be adhered to.

6. A statement concerning compliance with the provisions of the Fish and Wildlife Coordination Act of 1958 and with the Endangered Species Act of 1973, as amended, should be included. In addition, if the proposed project will not affect prime or unique farmlands, that fact should be stated specifically.

7. Any comments received or changes in conditions since issuance of the Negative Declaration should be discussed. If there have been no comments or changes, a statement to that effect would be sufficient.

8. Sheet 5 of 6, labeled "Existing Bridge over Hood River ..." appears to depict the highway bridge north of the railroad bridge. Because of possible confusion regarding the exact bridge to be replaced, this drawing should be deleted and the remaining sheets renumbered accordingly.

9. A final bridge design had not been adopted at the time of preparation of the Negative Declaration. Please advise as to whether the drawings submitted with the current application represent a final design or a conceptual configuration. If alternative designs and/or alignments still are being considered, plase describe and discuss each.

10. The information shown in the elevation view of Sheet 6 of 6 should be clarified. Bridge clearances should be shown as measured from low water and from the 2% flow-line elevation. The existing drawing shows clearances from low water and from high water of December 1964. If the December 1964 level corresponds to the 2% flow-line, please so indicate. If it does not, please show clearances from the 2% level. In addition, the following clearances also should be shown:

[illegible] year
flood
elev 11.5

a. The vertical clearance adjacent to bent 6, measured from the 2% level.

b. The vertical clearances for the channel formed between bents 5 and 6 at the 2% level.

c. The horizontal clearances for the channels between bents 5 and 6 and between bents 6 and 7 at the 2% flow level.

A copy of Sheet 6 of 6, indicating the additional clearances to be shown, is attached.

RECEIVED
FEB 26 1980
BRIDGE SECTION

16591

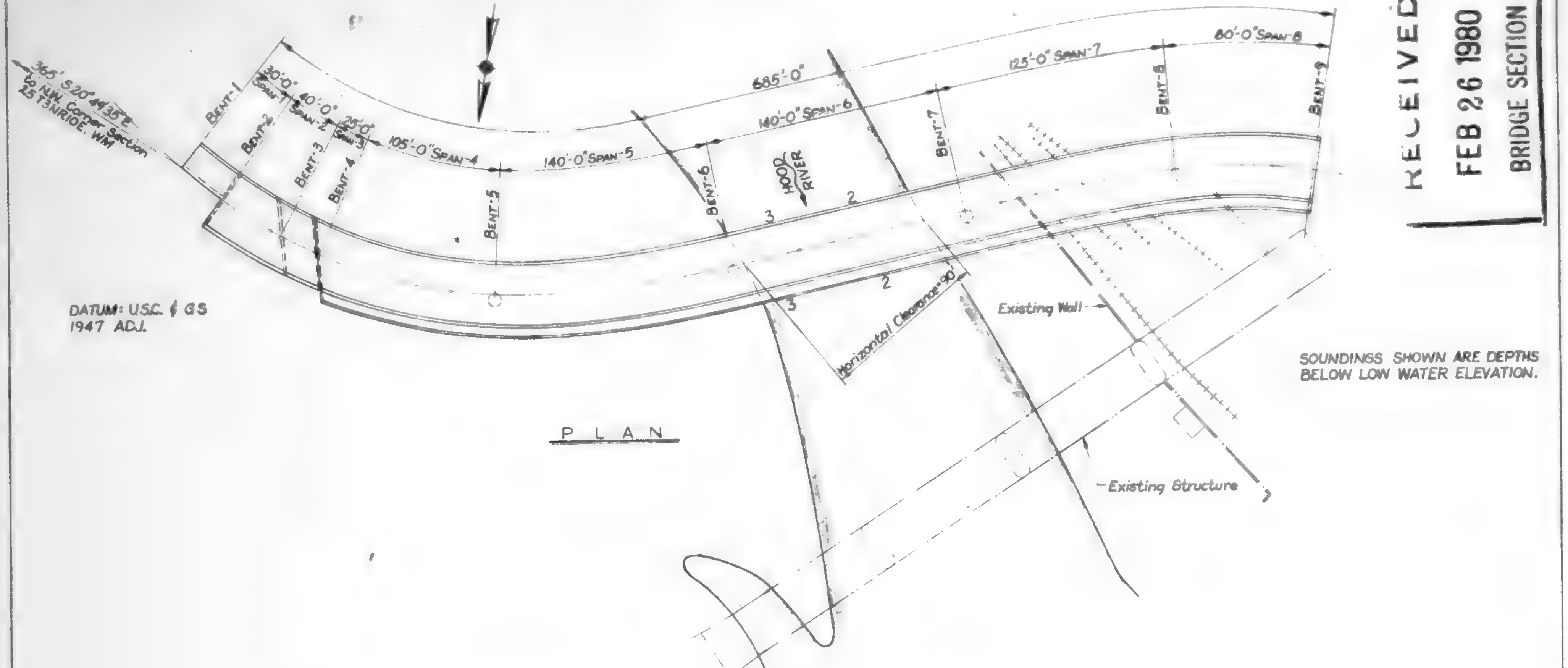
If you should have any questions regarding the requested information, please contact Mr. Wayne Lee or Mr. John Mikesell of my staff for assistance.

Sincerely,

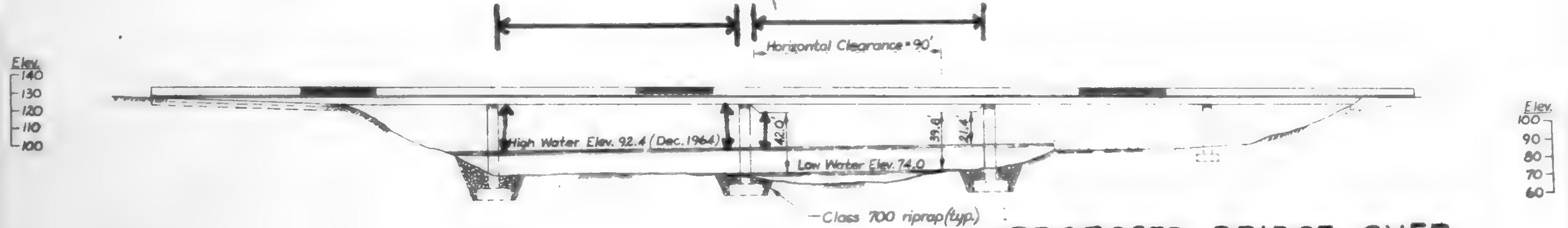
J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: As noted

RECEIVED
FEB 26 1980
BRIDGE SECTION


365' S20°44'35"E to N.W. Corner Section 25 T3NR10E. WM
BENT-1
BENT-2
BENT-3
BENT-4
BENT-5
BENT-6
BENT-7
BENT-8
BENT-9
30'-0" Span-1
40'-0" Span-2
25'-0" Span-3
105'-0" Span-4
140'-0" Span-5
140'-0" Span-6
125'-0" Span-7
80'-0" Span-8
685'-0"
HOOD RIVER
3
2
Horizontal Clearance=90'
Existing Wall
Existing Structure
DATUM: USC & GS 1947 ADJ.
SOUNDINGS SHOWN ARE DEPTHS BELOW LOW WATER ELEVATION.

PLAN


Horizontal Clearance=90'
Elev.
140
130
120
110
100
High Water Elev. 92.4 (Dec. 1964)
42.0'
39.6'
21.4'
Low Water Elev. 74.0
Class 700 riprap (typ.)
Elev.
100
90
80
70
60

ELEVATION

0 20 40 60 80 100
FEET

PROPOSED BRIDGE OVER
HOOD RIVER
River Mi 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 Sheet 6 of 6

9228 26

ROAD DESIGN SECTION 378-6558

February 13, 1980

K. D. Limbocker
Metro Design Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Advanced Plans
Hood River Bridge (Hood River) Section
Mt. Hood Highway
Hood River County
Prefix 14-1989

/ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 13 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Your February 7, 1980, letter on the subject project had several changes requested, all of which have been put on the plans except the first one. Your suggestion to revise the typical stationing 13+00 to 19+35 (structure) has not been followed. This is the standard notation for this item and we can see no reason to change on this particular job.

DNS/db

cc: Don Haynes

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
METRO TECHNICAL SERVICES
February 7, 1980

FILE: 14-1989

FROM: K.D. LIMBOCKER
Metro Design Engineer

TO: DUANE CHRISTENSEN
Design - Engineering

SUBJECT: Advanced Plans
Hood River Bridge (Hood River) Section
Mt. Hood Highway
Hood River County
Prefix 14-1989

Corrections and/or comments as follows:

Page 2 Typical Section
Stationing below upper section is deceptive 13+00 to 19+35 (structure), should be some better way to show it.

no

Page 3 First 20° curve data TΔ differs from conventional notation eliminating the zero in front of 5 seconds.
Second 20° curve eliminates zero before 9 seconds.
Bearing eliminates zero before 6 seconds
Bearing was changed by 3 seconds but total delta not changed. This makes slight difference in semitangent distances on both ends. For practical purposes, should keep bering at S68°43'03"W

Bearing on foreward tangent recorded as N 74°9'48"W, normally would list N74°09'48"W.

Please advise if convention has changed.

Sheet 4 Profile grade shown as centerline, typical section shows at 11 feet right. Should clarify.

js

REFERRED TO
Beard ✓
Stoudenmeyer
Cole
Samplo
Eriksen
Watson
Hager
Dorn
Leu
Return Discuss Do [✓ File] Copy Dup
BY FINAL DESIGN ENGINEER

Draft a reply.

Versteeg
Anderson
[✓ Christensen]
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 8 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

9228 2-11-80 L.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-24 (21)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 00053

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

2-13
Orig

RECEIVED
STATE HWY ENGR
FEB 13 '80
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-4-80

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION: Hood River Bridge Section

GENERAL DESCRIPTION OF WORK: Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Relocation Plan
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-31-80 letter, I approve the relocation plan dated 1-21-80. Also, as requested, you are now authorized to proceed with all phases of right of way acquisition as outlined in red on R/W map 9B-2-19 at a TEC of $200,000 with Federal participation limited to $176,300.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-11-80	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-998

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

January 31, 1980

NOTED
E. S. HUNTER

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

Dear Mr. Newgard:

Enclosed is an application for a section 404 permit for the construction of a bridge over Hood River on the Mt. Hood Highway in Hood River County. The new structure will be built on improved alignment upstream from the existing structure. The existing structure will be removed. Drawings showing a plan and elevation for the proposed bridge are enclosed.

If you need further information, please contact Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, Oregon 97310, telephone 378-6265.

Sincerely,

Frank E. Terpin

Frank E. Terpin
Location Engineer

Encl.

cc: E. S. Hunter w/att.
W. J. Hart "
Donald Trout "
D. E. Keyes "

RECEIVED
TECHNICAL SERVICES
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APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

For use of this form, see EP 1145–2–1

The Department of the Army permit program is authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of P. L. 92–500 and Section 103 of P. L. 92–532. These laws require permits authorizing structures and work in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Information provided in ENG Form 4345 will be used in evaluating the application for a permit. Information in the application is made a matter of public record through issuance of a public notice. Disclosure of the information requested is voluntary; however, the data requested are necessary in order to communicate with the applicant and to evaluate the permit application. If necessary information is not provided, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

1. Application number (To be assigned by Corps)

2. Date
31 Jan 1980
Day Mo. Yr.

3. For Corps use only.

4. Name and address of applicant.
Frank E. Terpin, Location Engineer
Oregon State Highway Division
200 Transportation Building
Salem, OR 97310
Telephone no. during business hours
A/C (503) 378-6883
A/C ( )

5. Name, address and title of authorized agent.
Donald E. Keyes, Location Liaison Engr.
Oregon State Highway Division
200 Transportation Building
Salem, OR 97310
Telephone no. during business hours
A/C (503) 378-6265
A/C ( )

6. Describe in detail the proposed activity, its purpose and intended use (private, public, commercial or other) including description of the type of structures, if any to be erected on fills, or pile or float–supported platforms, the type, composition and quantity of materials to be discharged or dumped and means of conveyance, and the source of discharge or fill material. If additional space is needed, use Block 14.

Replace an existing bridge for use of the public. The new structure will be constructed on improved alignment slightly upstream from the existing structure. The existing structure will be removed. Approximately 1,000 cubic yards of riprap will be used to protect the footings and the slopes under each end of the structure.

7. Names, addresses and telephone numbers of adjoining property owners, lessees, etc., whose property also adjoins the waterway.

Pacific Power and Light Company
920 S.W. 6th Avenue
Portland, OR 97204

8. Location where proposed activity exists or will occur.

Address:
Mt. Hood Highway
Street, road or other descriptive location
Hood River
In or near city or town
Hood River Oregon
County State Zip Code

Tax Assessors Description: (If known)

Map No.	Subdiv. No.	Lot No.
25	3 N.	10 E.
Sec.	Twp.	Rge.

9. Name of waterway at location of the activity.

Hood River

ENG Form 4345, 1 OCT 77 Edition of 1 Apr 74 is obsolete.

10. Date activity is proposed to commence. Fall 1980

Date activity is expected to be completed Fall 1981

11. Is any portion of the activity for which authorization is sought now complete? ☐ YES ☒ NO
If answer is "Yes" give reasons in the remark section. Month and year the activity was completed ________. Indicate the existing work on the drawings.

12. List all approvals or certifications required by other federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
Division of State Lands	Removal-Fill		not applied for	
U.S. Coast Guard	Navigational Clearance		1-04-80	

13. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein?

☐ Yes ☒ No (If "Yes" explain in remarks)

14. Remarks (Checklist, Appendix H for additional information required for certain activities).

Equipment used will be dragline, pile driver, bulldozer, dump trucks and other miscellaneous equipment.

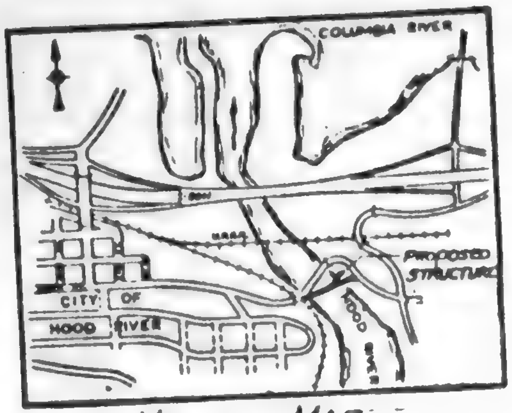
15. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Frank E.

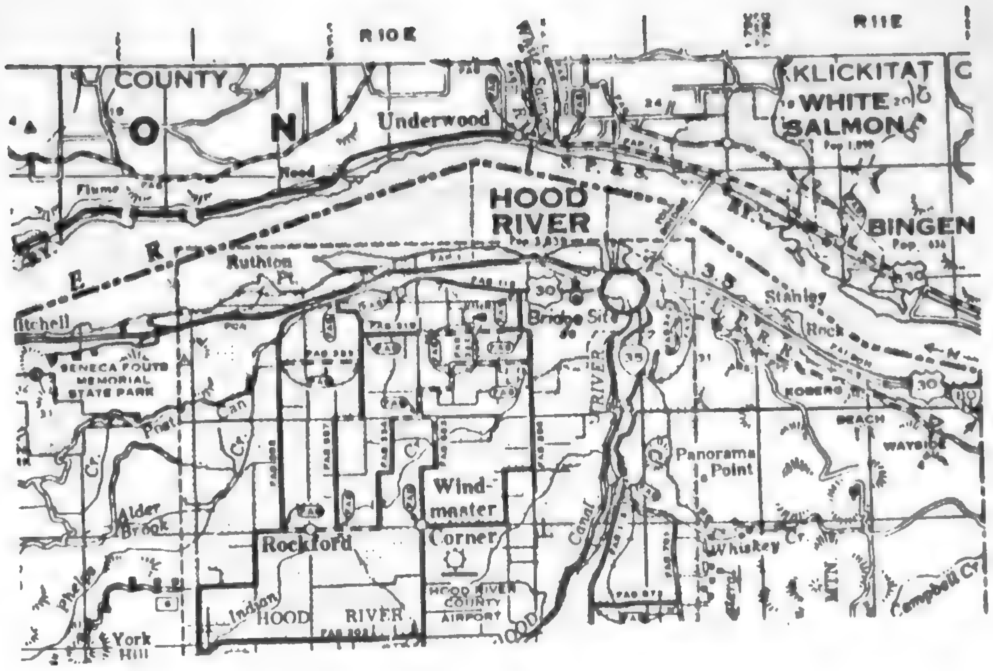
Signature of Applicant or Authorized Agent

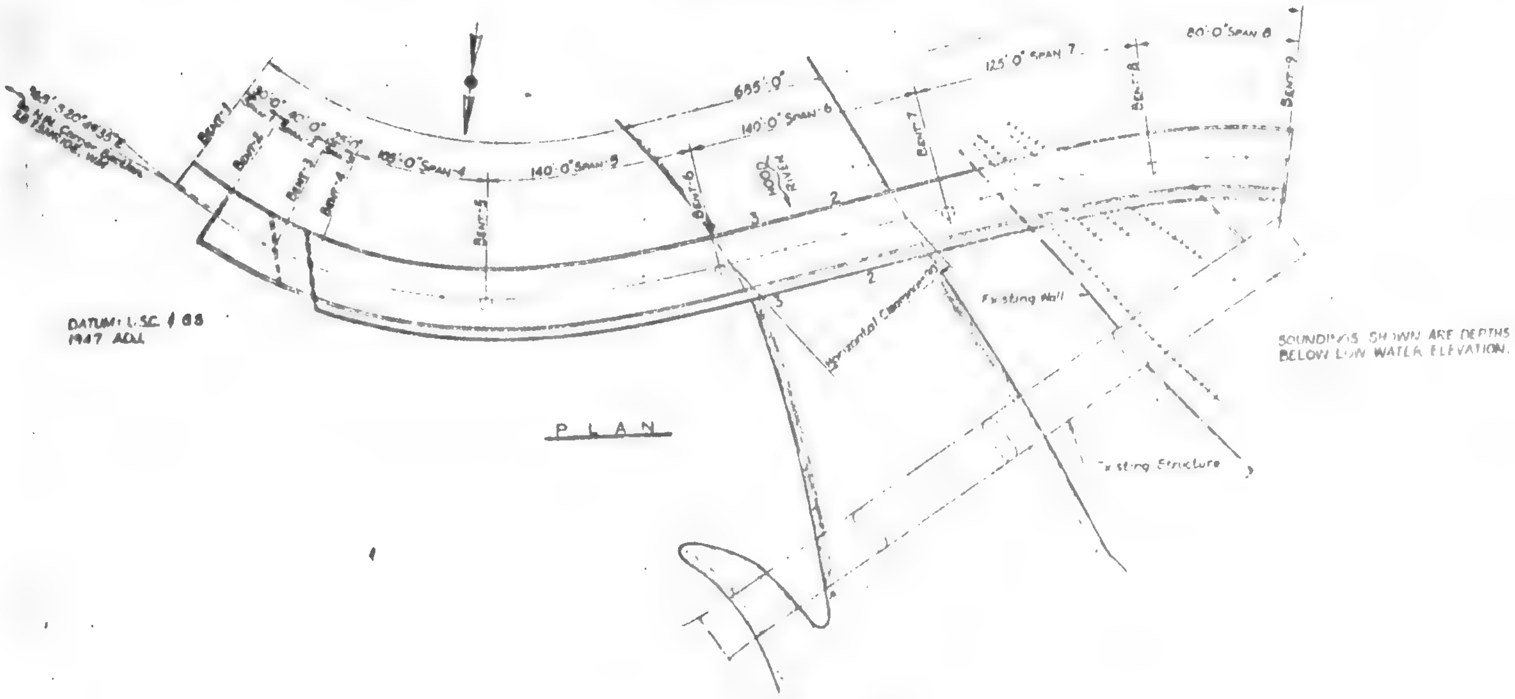
The application must be signed by the applicant; however, it may be signed by a duly authorized agent (named in Item 5) if this form is accompanied by a statement by the applicant designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

18 U. S. C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of The United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than five years, or both. Do not send a permit processing fee with this application. The appropriate fee will be assessed when a permit is issued.

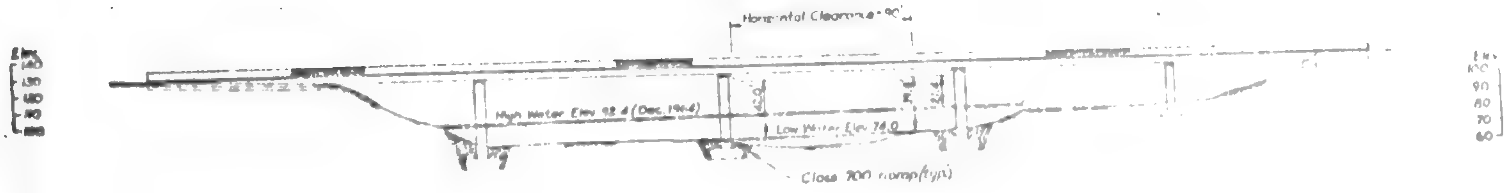

COLUMBIA RIVER
PROPOSED STRUCTURE
CITY OF
HOOD RIVER
HOOD RIVER

VICINTY MAP


R10E
R11E
COUNTY
O
N
Underwood
KLICKITAT
WHITE SALMON
BINGEN
HOOD RIVER
Ruthton Pt.
Bridge Site
Stanley Rock
SENECA FOUTS MEMORIAL STATE PARK
Panorama Point
Windmaster Corner
Rockford
Alder Brook
Whiskey Cr.
HOOD RIVER COUNTY AIRPORT
HOOD RIVER
York Hill
Campbell Cr.


685'-0"
140'-0" Span 6
125'-0" Span 7
80'-0" Span 8
140'-0" Span 5
Bent 5
Bent 6
Bent 7
Bent 8
Bent 9
HOOD RIVER
Horizontal Clearance
Existing Wall
Existing Structure
DATUM: U.S.C. & G.S. 1947 ADJ.
SOUNDINGS SHOWN ARE DEPTHS BELOW LOW WATER ELEVATION.

PLAN


Horizontal Clearance 90'
High Water Elev. 98.4 (Dec. 1964)
Low Water Elev. 74.0
Class 700 riprap (typ.)
100
90
80
70
60

ELEVATION

0 20 40 60 80 100
FEET

In Hood River

At Mile 0.4

County of Hood River , State Oregon

Application By Oregon State Hwy. Div.

Date 31 January 1980

9328

L,

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

January 18, 1980

Crossing No.: 24A-00.20-A
Hood River Bridge (Hood River) Section

Craig J. Reiley
Administrator
Rail Rate and Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

noted
H. S. COULTER

Dear Craig:

Enclosed is an original and 12 copies of the Application of the Department of Transportation regarding the relocation of a separated crossing of the Union Pacific Railroad Company and the Mount Hood Railroad Company in Hood River. This project is scheduled for the third quarter of this year.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
cc: H. S. Coulter w/attach.
E. S. Hunter "
Walter J. Hart "
R. N. Bothman "
E. L. Hardt "
C. T. Keasey "
D. E. Swan "
J. L. Sollis "

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STATE HWY ENGR
JAN 22 '80
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FOR

Info	Inves	R/D	D/S	Sign	Act	File
						✓

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

PUC Docket No. SXF ________

PUC Crossing No. 24A-00.20-A

DOT-AAR Crossing No. 853 886D

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the matter of the application of the State of Oregon, by and through (name of applicant)

its Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 030 (020/030/040), to

relocate (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Mt. Hood Highway (name of street or highway)

and Union Pacific Railroad Co. and Mt. Hood Railroad Co. (name of railroad company),

Mt. Hood Line (name of railroad main or branch line or other trackage)

in (in/near) Hood River (name of city/town/rail station), Hood River (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection account (ORS 763.270, .280, .290). Estimate of dollar cost to fund: $________

☒ Federal-Aid Highway System funds.*

1978 Surface Transportation Act

☐ Other Federal funds.*

____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

Title Page

PUC Form 202 (31) 10-77
Replaces AX-1/75

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _X_ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form 203 (31) 10-77 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under (5) above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) ______________________________

____

If item (1), (2), (3), (4), (5) or (6) is checked, has a siting permit for a public transportation facility been obtained pursuant to ORS 197.415?

________ If no, why not? ______________________________
(yes/no)

____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ [illegible] AT BOTTOM OF PRECEDING PAGE BEFORE COMP[illegible]ING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	221-1300	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Division Engineer	288-8221	(Portland)
or--	208-232-4450	(Pocatello)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Dept. of Transp., Highway Div.

   Address: Transportation Bldg., Salem OR 97310

2. Statutory authority under which this application is made: ORS 763.030 (020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing grade or separated crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 0.23

   City Hood River

   Nearest railroad station Hood River

   County Hood River

   The proposed project is to be in the SE 1/4 of the SE 1/4 of Section 25, Township 3N, Range 10E, W. M.

4. Name of public highway involved in this project:

   Mt. Hood Highway

   Name of public authority with jurisdiction over this highway:

   Oregon Dept. of Transportation, Highway Division

5. Name of railroad involved in this project: Union Pacific Railroad Co. and Mt. Hood Railroad Co.
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. Union Pacific Railroad Co.

   b. Mt. Hood Railroad Co.

   c. City of Hood River

   d. United Telephone Co.

   e. Pacific Northwest Bell Co.

   f. Northwest Natural Gas Co.

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

This project will replace an existing overcrossing of the railroad with a new structure on new alignment.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

If yes, why? Existing structure is deficient in strength, width and alignment for modern highway traffic.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location?

_______ (yes/no) If no, why not? _______________

11. Physical description of the crossing:

a. The Highway

(1) Alignment--Describe the highway alignment for 1000 feet on each approach, both before and after the project:

(2) *Width--The highway is _______ feet wide at the crossing at present; after completion of the project, it will be _______ feet wide at the crossing; consisting (from _______ (N or E) to _______ (S or W)) of:

At present--			After completion--		
Shoulder** of	_______	feet	Shoulder of	_______	feet
_____ lane(s) at	_______	ft. ea.	_____ lane(s) at	_______	ft. ea.
Median of	_______	feet	Median of	_______	feet
_____ lane(s) at	_______	ft. ea.	_____ lane(s) at	_______	ft. ea.
Shoulder of	_______	feet	Shoulder of	_______	feet

---

* Measurement of highway width should be along a line perpendicular to the highway.
** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

11.a. (Continued)

(3) Surface--	At present:	After completion:
Type of surface on traveled way:		
on approaches	____________	____________
at crossing	____________	____________
Type of surface on shoulders;	____________	____________
Condition of surface:		
on approaches	____________	____________
at crossing	____________	____________
Is the highway curbed on the approaches?	____________	____________
Is there one or more sidewalks at this crossing?	____________	____________

If either answer to the above question is "Yes", please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--	At present:	After completion:
________ (N or E) approach	± ________ %	± ________ %
________ (S or W) approach	± ________ %	± ________ %

(5) Nearest public roadway intersection on each approach--

(a) ________ (N or E) approach: ________ ft; ADT ________

(b) ________ (S or W) approach: ________ ft; ADT ________

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter-- see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ________ (yes/no); (b) ________ (yes/no).

14. (Continued)

b. Protection type: ____________________

Number of such devices: ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ____________________

Number of such devices: ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof: ______

Estimated cost of this portion: $______

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ______

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof: ______

b. Remainder of crossing area: ______

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof: ______

b. Remainder of crossing area: ______

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof: ______

b. Remainder of crossing area: ______

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

______

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

______ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

______

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

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Page Ten

20. (Continued)

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ________ (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

Oregon Department of Transportation, Highway Division

22. Who will pay for such construction?

Name of Party	Percent of Cost
ODOT, Highway Division	100

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

ODOT, Highway Division

b. All highway appurtenances: ODOT, Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

ODOT, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific & Mt. Hood Railroad Companies

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

ODOT, Highway Division

b. All highway appurtenances: ODOT, Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

ODOT, Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific & Mt. Hood Railroad Companies

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ODOT, Highway Division

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes (yes/no)

26. (Continued)

If so, describe (and attach complete drawing): Impaired horizontal and vertical construction clearances will be required.

27. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ______.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.)

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ______

Route B: ______

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A -- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ______

30. (Continued)

Route B: ______________________________

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ______________________________

Route B: ______________________________

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

33. What protective devices are currently installed at the crossing to be closed?

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ______________________________

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance? ______________________________

SECTION V. -- (To be completed by all.)

39. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: ______________________________

39. (Continued)

If no, explain why not: This is a replacement for an existing separated crossing.

40. Other items of construction and cost distribution:

* *

41. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: 4, 5, 6, 7, 8 and 9

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 17th day of January, 1982.

(Applicant)

(Attorney)

I, H. S. Coulter, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

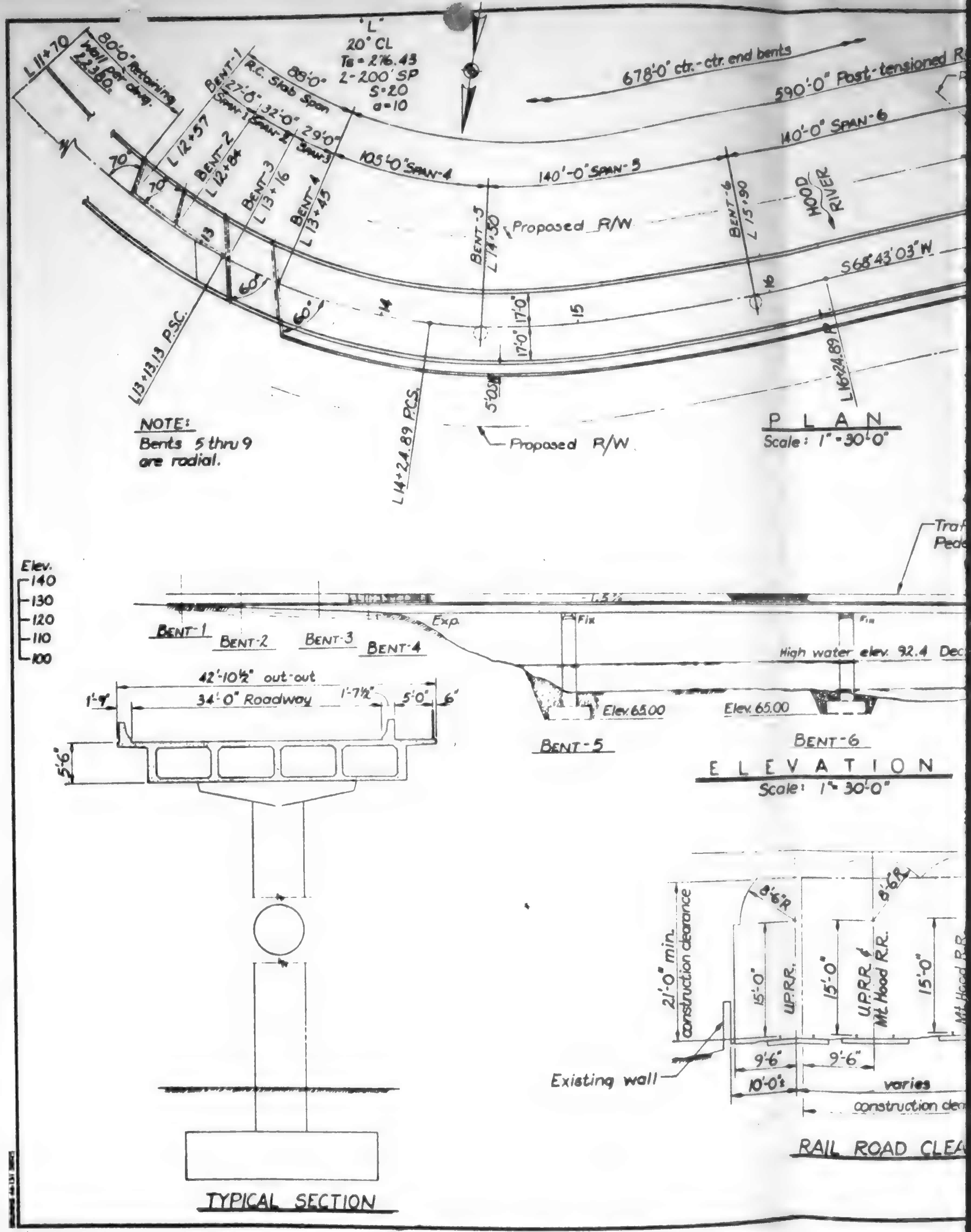
STATE OF OREGON)
) ss.
County of)

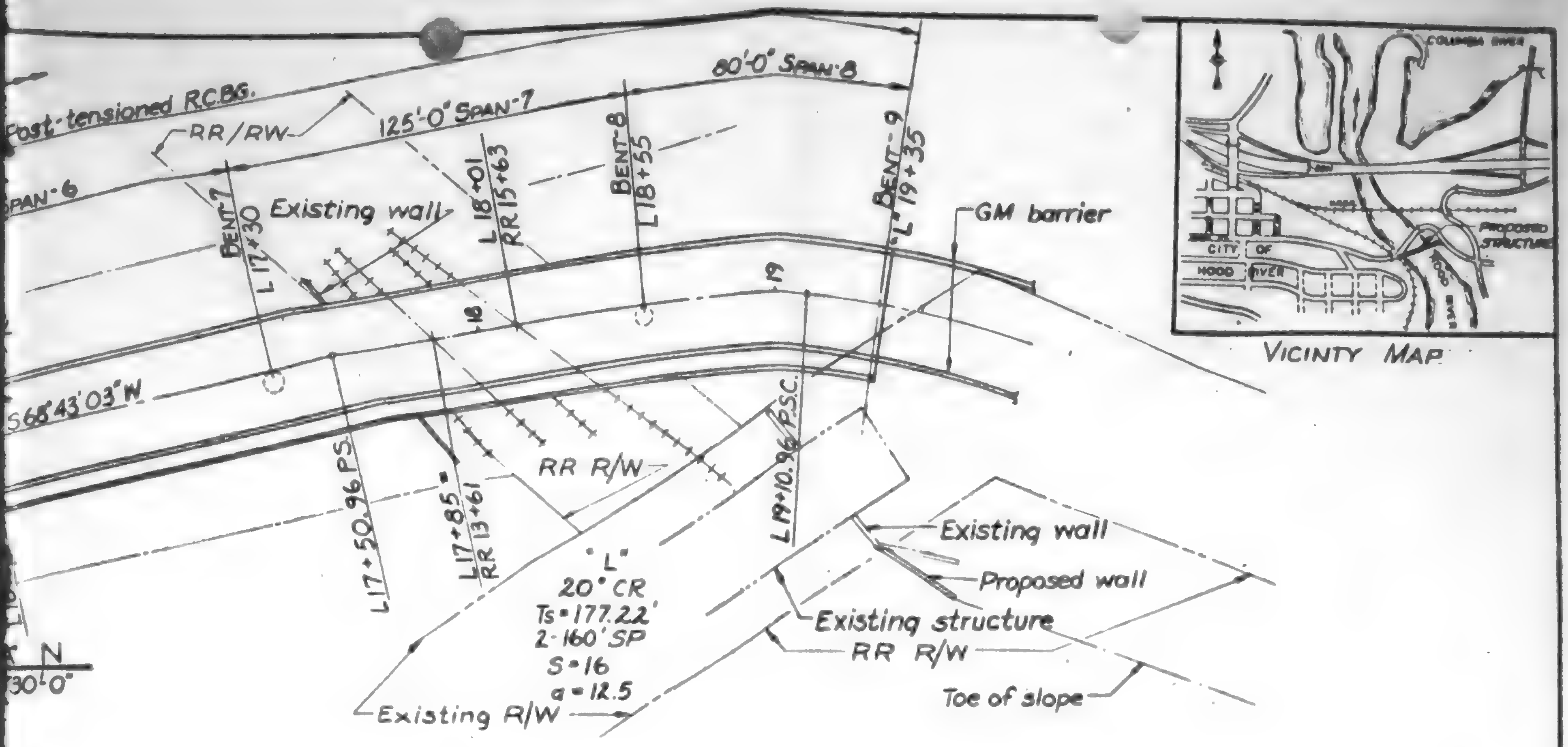
Subscribed and sworn to before me this 17th day of January, 1982.

(Notary Public for Oregon)

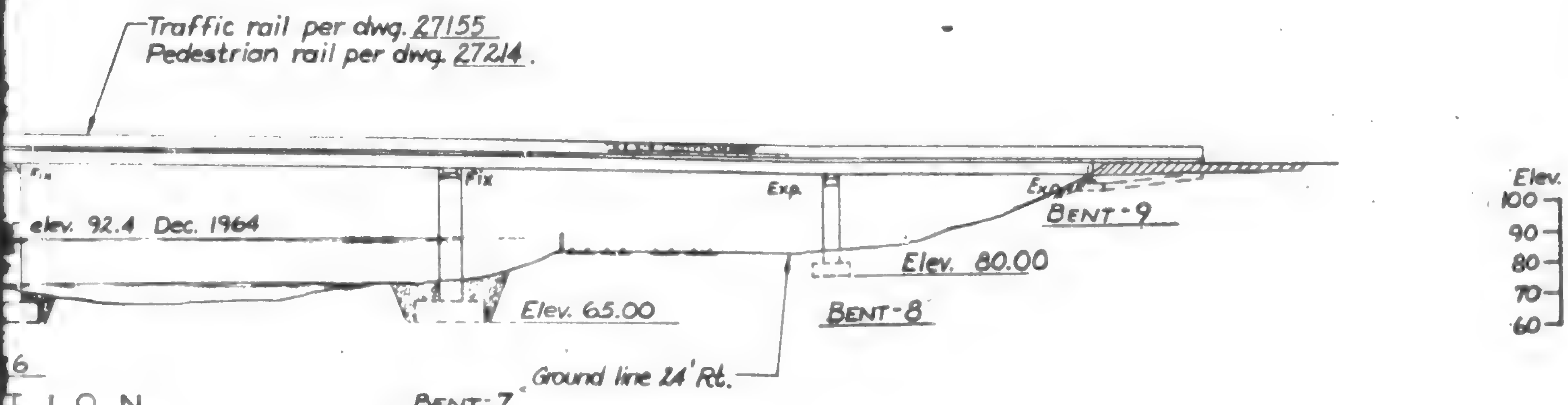
My Commission Expires: 12-18-80

PUC Form 202 (31) 10-77
Signature Page

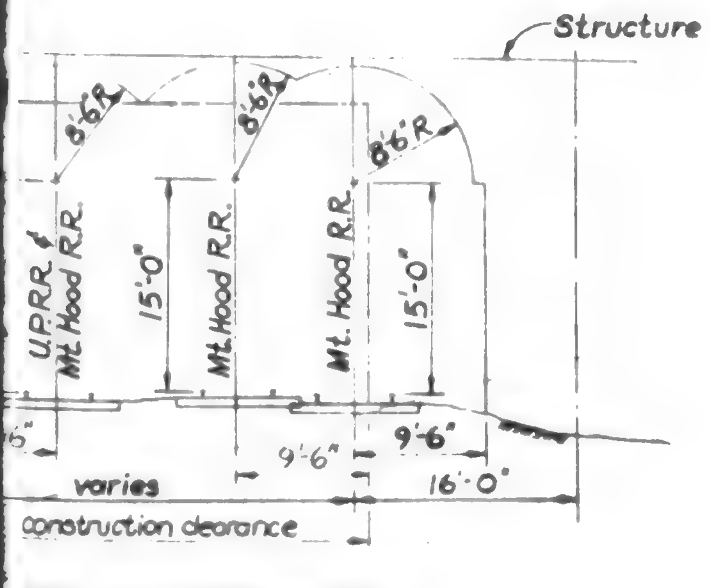

L 11+70
80'-0" Retaining Wall per dwg. 22380
BENT-1
L 12+57
R.C. Slab Span
88'-0"
27'-6" 32'-0" 29'-0"
Span-1 Span-2 Span-3
"L"
20° CL
Ts = 276.43
2-200' SP
S = 20
a = 10
678'-0" ctr.-ctr. end bents
590'-0" Post-tensioned R
105'-0" SPAN-4
140'-0" SPAN-5
140'-0" SPAN-6
BENT-2
L 12+84
BENT-3
L 13+16
BENT-4
L 13+45
BENT-5
L 14+30
Proposed R/W
BENT-6
L 15+90
HOOD RIVER
S 68°43'03" W
70°
70°
13
14
15
16
60°
60°
17'-0"
17'-0"
17'-0"
5'-0"
L 13+13.13 P.S.C.
L 14+24.89 P.C.S.
L 16+24.89 P.
NOTE:
Bents 5 thru 9 are radial.
Proposed R/W
PLAN
Scale: 1" = 30'-0"
Traf
Pede
Elev.
140
130
120
110
100
-1.5%
Exp.
Fix
Fix
BENT-1
BENT-2
BENT-3
BENT-4
High water elev. 92.4 Dec
Elev. 65.00
Elev. 65.00
BENT-5
BENT-6
ELEVATION
Scale: 1" = 30'-0"
42'-10½" out-out
34'-0" Roadway
1'-9"
1'-7½"
5'-0"
6"
5'-6"
TYPICAL SECTION
8'-6"R
8'-6"R
21'-0" min. construction clearance
15'-0"
U.P.R.R.
15'-0"
U.P.R.R. & Mt. Hood R.R.
15'-0"
Mt. Hood R.R.
Existing wall
9'-6"
9'-6"
10'-0"±
varies
construction clea
RAIL ROAD CLEA


Post-tensioned RCBG.
RR/RW
125'-0" SPAN-7
80'-0" SPAN-8
SPAN-6
BENT-7
L 17+30
Existing wall
L 18+01
RR 15+63
BENT-8
L 18+55
BENT-9
L 19+35
GM barrier
18
19
S 65°43'03" W
L 17+50.96 P.S.
L 17+85 =
RR 13+61
RR R/W
L 19+10.96 P.S.C.
"L"
20° CR
Ts = 177.22'
2-160' SP
S = 16
a = 12.5
Existing wall
Proposed wall
Existing structure
RR R/W
Toe of slope
Existing R/W
COLUMBIA RIVER
CITY OF HOOD RIVER
PROPOSED STRUCTURE
HOOD RIVER
VICINITY MAP

N
30'-0"

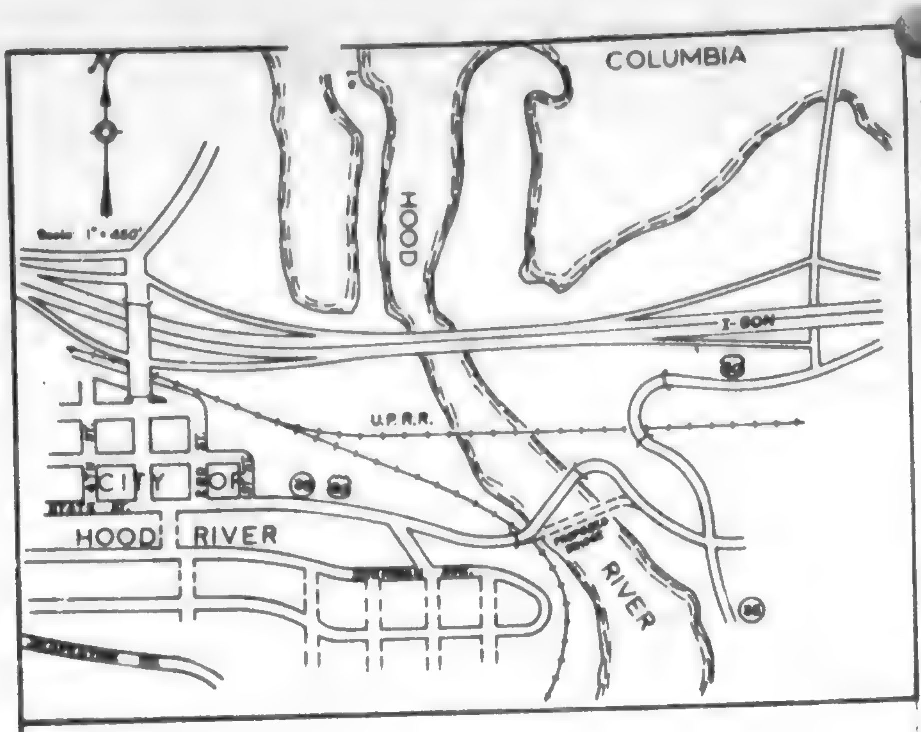

Traffic rail per dwg. 27155
Pedestrian rail per dwg. 27214.
Fix
Exp.
Exp.
elev. 92.4 Dec. 1964
BENT-9
Elev. 80.00
Elev. 65.00
BENT-8
Ground line 24' Rt.
BENT-7
Elev.
100
90
80
70
60

TION
30'-0"

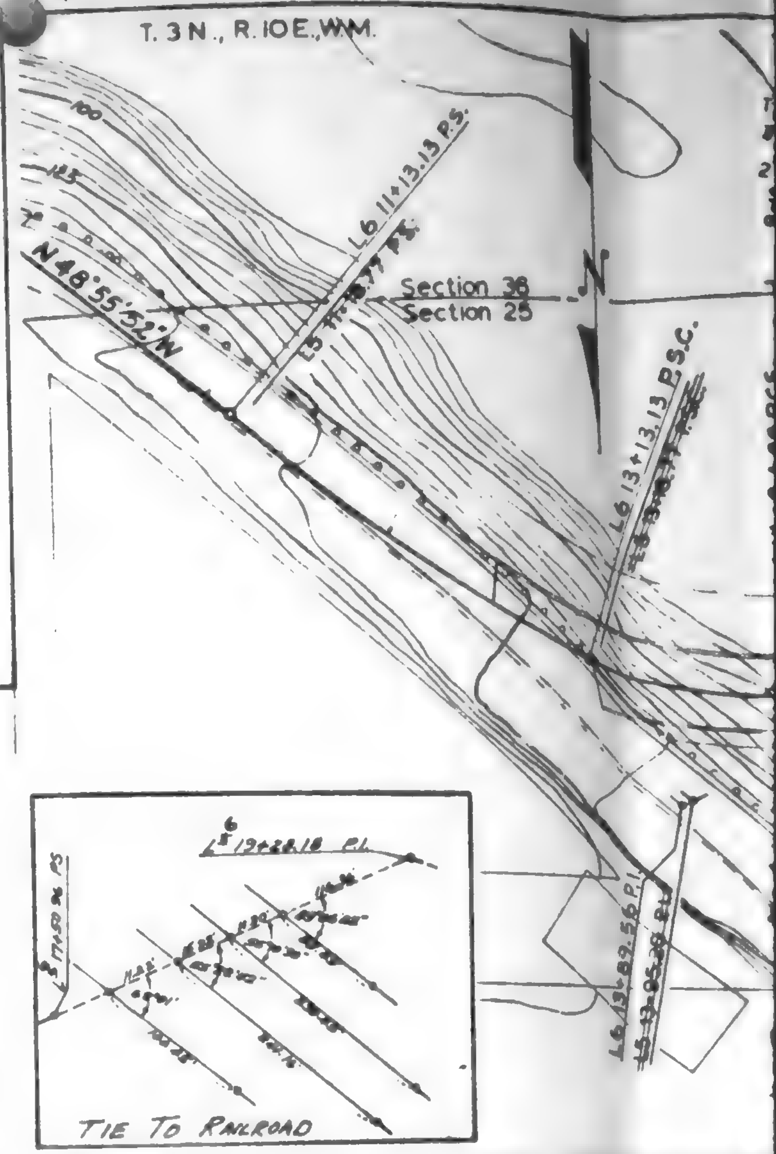

Structure
8'-6"R
8'-6"R
8'-6"R
U.P.R.R. & Mt. Hood R.R.
15'-0"
Mt. Hood R.R.
Mt. Hood R.R.
15'-0"
6"
9'-6"
9'-6"
varies
16'-0"
construction clearance

ROAD CLEARANCES

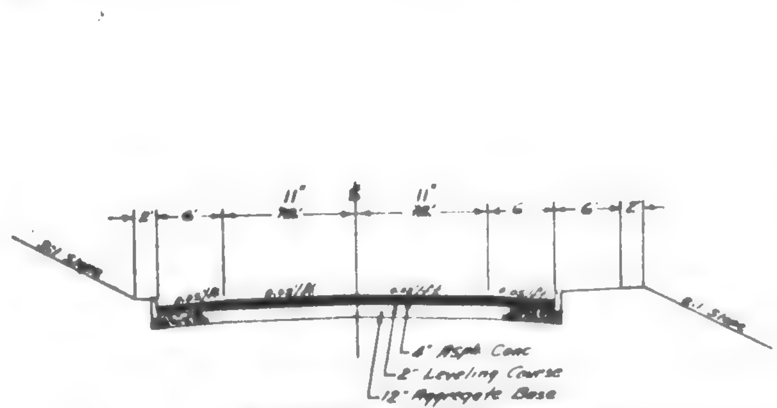
APPROVED .... P.E. STRUCTURAL DESIGN ENGINEER .... P.E. TECHNICAL SERVICES ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED JERRY BELLIN DRAWN PHIL AMAYA CHECKED REVIEWED REVIEWED CALC. BOOK 1750	HOOD RIVER AND U.P.R.R. O-XING HOOD RIVER BRIDGE SECTION MT. HOOD HWY. HOOD RIVER COUNTY
	PLAN AND ELEVATION
DATE | REVISION	ACCOMPANIED BY DWGS.
	DATE July 1979 | SHEET 1 OF 1
	BRIDGE NO. 200 A | DRAWING NO. 34794



COLUMBIA
HOOD
RIVER
I-80N
U.P.R.R.
CITY OF
HOOD RIVER

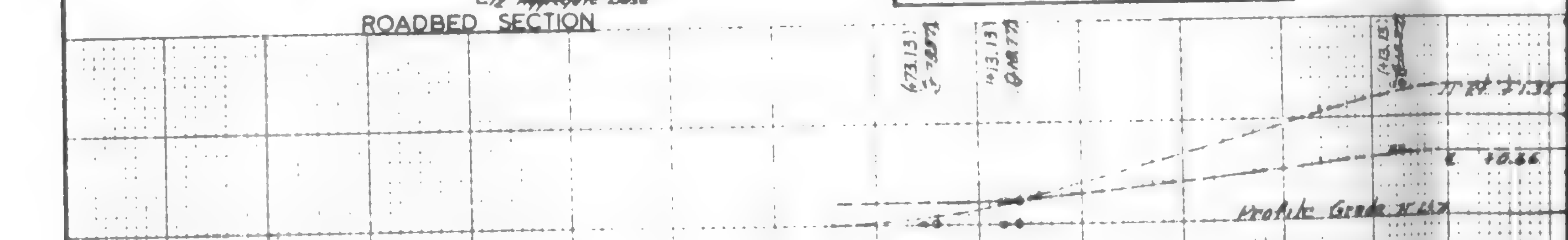


T. 3 N., R. 10 E., W.M.
N 48°55'52" N
L6 11+13.13 P.S.
Section 36
Section 25
L6 13+13.13 P.S.C.
TIE TO RAILROAD

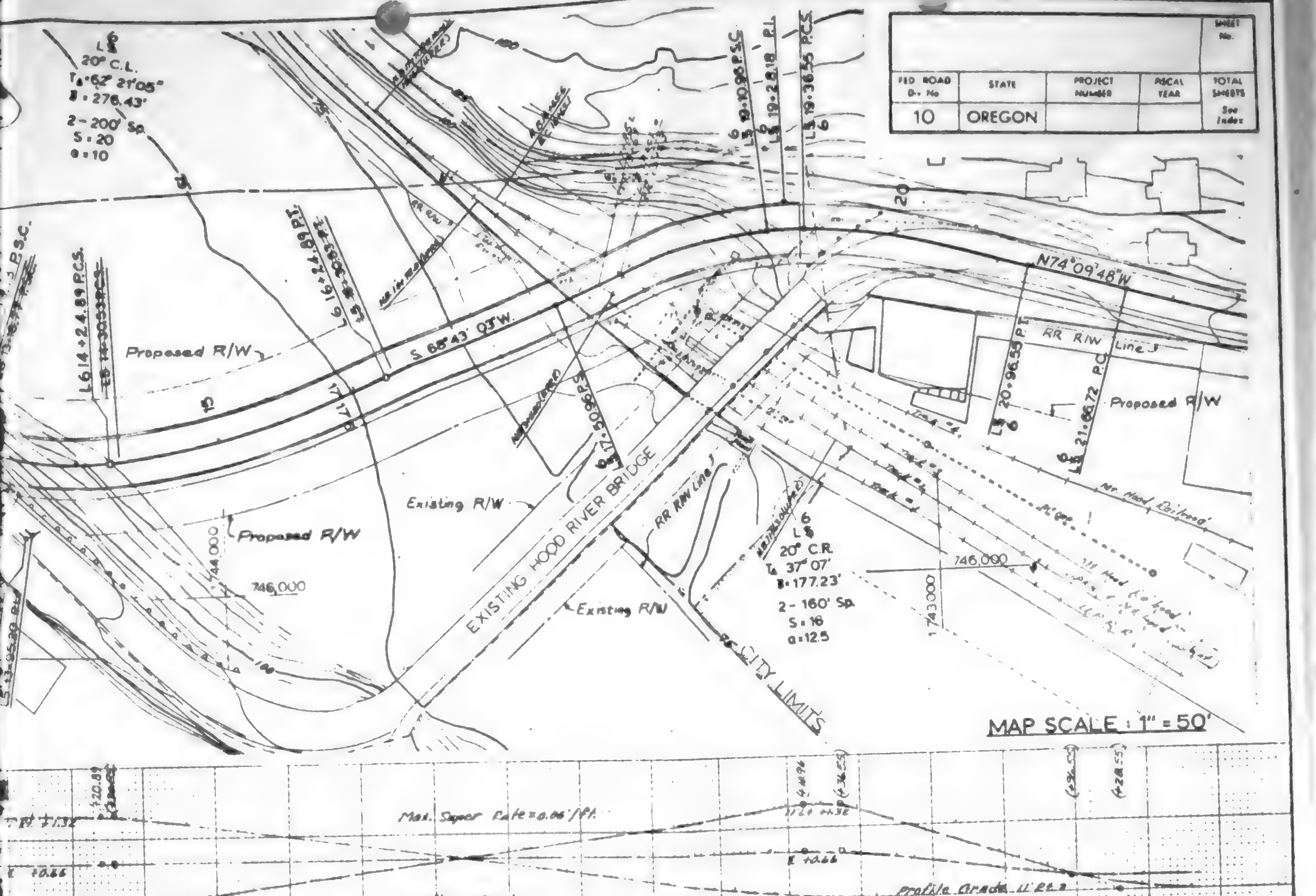


11'
11'
6
6
2" Asph. Conc.
2" Leveling Course
12" Aggregate Base

ROADBED SECTION



FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			See Index



L ₵ 20° C.L. T₄=62° 21'05" ℓ=276.43' 2-200' Sp. S=20 a=10
L 6 19+10.98 P.S.C.
L ₵ 19+28.18 P.I.
L ₵ 19+36.55 P.C.S.
20
N74°09'48"W
S 88°43' 03"W.
Proposed R/W
L 6 14+24.89 P.C.S.
L 6 16+24.89 P.T.
L 6 17+50.98 P.S.
P.T.
RR R/W Line
L 6 20+96.55 P.T.
L 6 21+66.72 P.C.
Proposed R/W
Mt. Hood Railroad
Existing R/W
EXISTING HOOD RIVER BRIDGE
Existing R/W
RR R/W Line
L 6 20° C.R. T₄ 37° 07' ℓ=177.23' 2-160' Sp. S=16 a=12.5
746,000
746,000
743,000
144,000
CITY LIMITS
MAP SCALE: 1" = 50'
Max. Super Rate = 0.06'/Ft.
Profile Grade
Profile Grade
+7.0 %
1.5%
15' R.
H.W. Elev. 92.4 1948
H.W. Elev. 91.7 1949
300' V.C.
PROFILE SCALE: HORIZ. 1" = 50' VERT. 1" = 10'
14
15
16
17
18
19
20
21

OREGON DEPARTMENT OF TRANSPORTATION

PUC VICINITY MAP & PROFILE

HOOD RIVER BRIDGE SECTION

MT. HOOD HIGHWAY

HOOD RIVER COUNTY

Metro. Design Section March 1979

Bridge no. 200A Dwg no. 34603

REVISED AUG. 1979

9228

2.1

DES 23
BR 200A

January 4, 1980

Commander
U.S. Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Bridge Permit Application
Replacement Bridge
Hood River & UPRR O'Xing Bridge
Bridge 200A
Mt. Hood Highway
Hood River, Hood River County Oregon
River Mile 0.4

The Highway Division of the Oregon Department of Transportation hereby applies for a permit to replace the existing State-owned arch bridge that carries the Mt. Hood Highway over Hood River at River Mile 0.4.

Legal authority for the structure is found in the General Bridge Act of 1946 Amended.

The existing bridge was constructed in 1918 without a navigation permit. Your letter of June 25, 1979 stated that the waterway is navigable and that a permit will be required to replace the structure.

The proposed structure will be slightly upstream from the existing structure and will have greater horizontal and vertical clearances than the existing. The existing structure will be removed down to the stream bed.

Clearances on the existing Columbia River Highway structure, at River Mile 0.0, are shown on Drawing 5 of 6. We do not have clearance data for the existing railroad bridge. The Coast Guard Navigable Waterways book shows a horizontal clearance of 154 feet for it.

The following documents are included with this application:

1. One set of reproducible drawings and four sets of prints of Drawings 1 through 6.

2. Two copies of the final negative declaration.
3. Two copies of the Project Assessment and of the Federal Highway Administration's concurrence that the project constitutes a major act.

It is requested that the Coast Guard issue a permit for this replacement structure. The structure is scheduled for a contracting in the last quarter of 1980.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

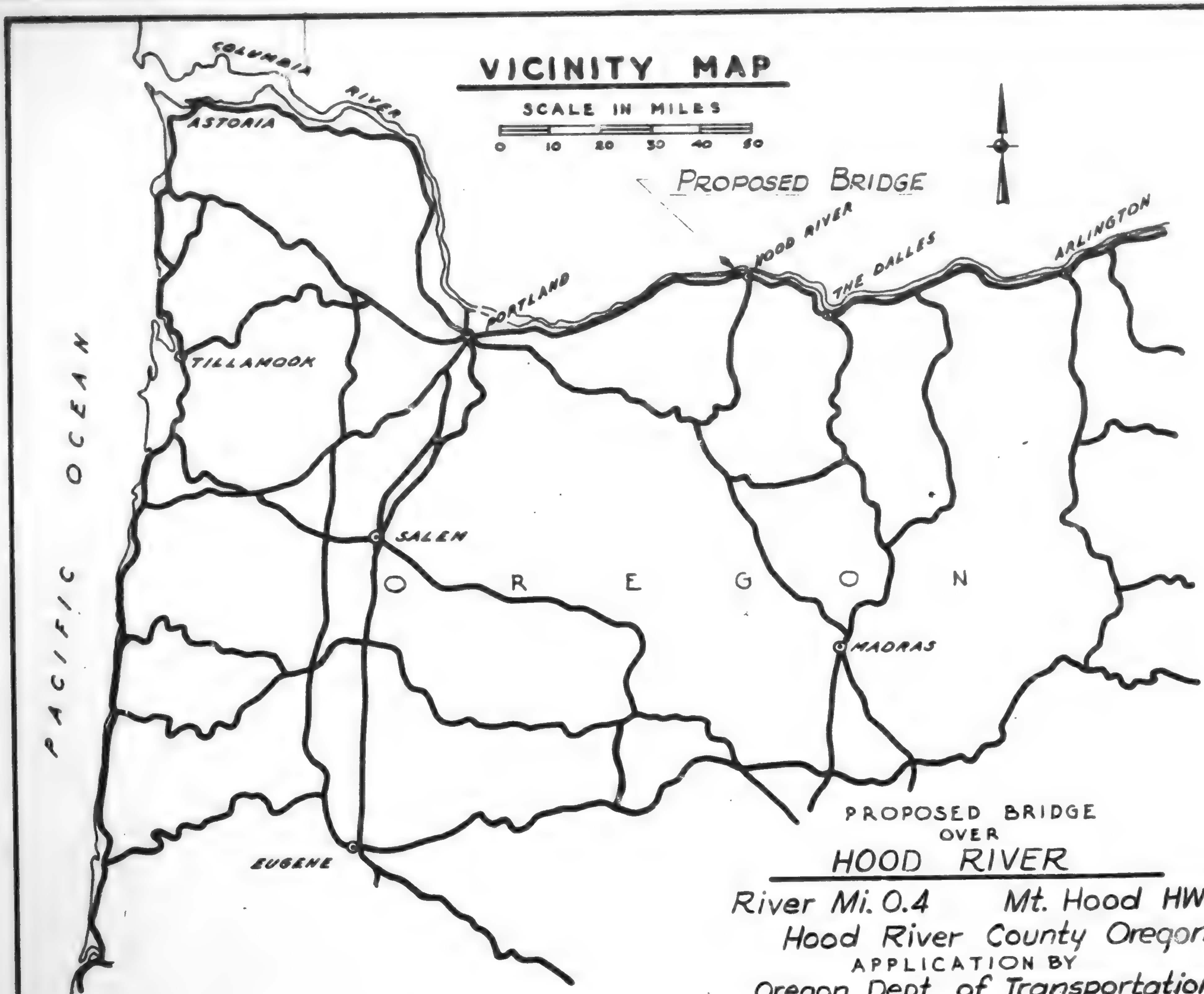
Enc.

cc Federal Highway Administration

bc H. S. Coulter
D. H. Moehring - enc. prints, Dwgs. 1-6
J. H. Versteeg " " " "
Gary Potter " " " "
E. L. Hardt " " " "
Walt Hart

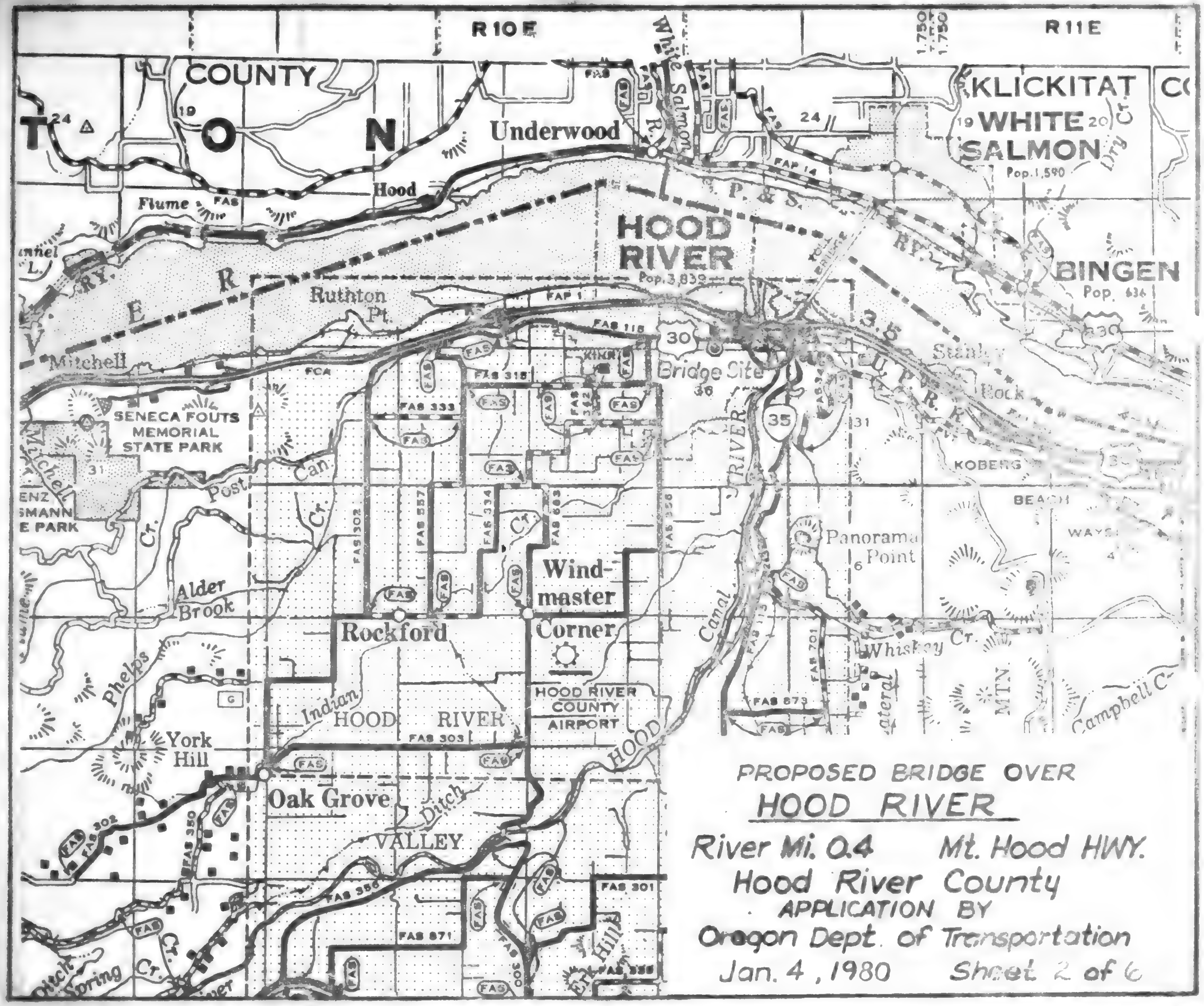
PAA:dh ja

VICINITY MAP


SCALE IN MILES
0
10
20
30
40
50
PROPOSED BRIDGE
COLUMBIA RIVER
ASTORIA
TILLAMOOK
PORTLAND
HOOD RIVER
THE DALLES
ARLINGTON
PACIFIC OCEAN
SALEM
OREGON
MADRAS
EUGENE

PROPOSED BRIDGE
OVER
HOOD RIVER

River Mi. 0.4 Mt. Hood HWY.
Hood River County Oregon
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 SHEET 1 OF 6


R10E
R11E
COUNTY
KLICKITAT
CO
T O N
Underwood
Hood
Flume
WHITE SALMON
Pop. 1,590
White Salmon R.
Dry Cr.
HOOD RIVER
Pop. 3,839
BINGEN
Pop. 636
S. P. & S. RY.
Ruthton Pt.
Mitchell
SENECA FOUTS MEMORIAL STATE PARK
Post Can. Cr.
Alder Brook
Phelps Cr.
York Hill
Oak Grove
Rockford
Windmaster Corner
HOOD RIVER COUNTY AIRPORT
Indian
HOOD RIVER VALLEY
Ditch
Bridge Site
30
35
RIVER
Canal
HOOD
Panorama Point
Whiskey Cr.
MTN.
Campbell Cr.
Koberg
Beach
Stanley Rock
Spring Cr.
FAP 1
FAP 14
FAS 115
FAS 302
FAS 303
FAS 333
FAS 334
FAS 350
FAS 356
FAS 557
FAS 663
FAS 671
FAS 673
FAS 701
1.750

PROPOSED BRIDGE OVER

HOOD RIVER

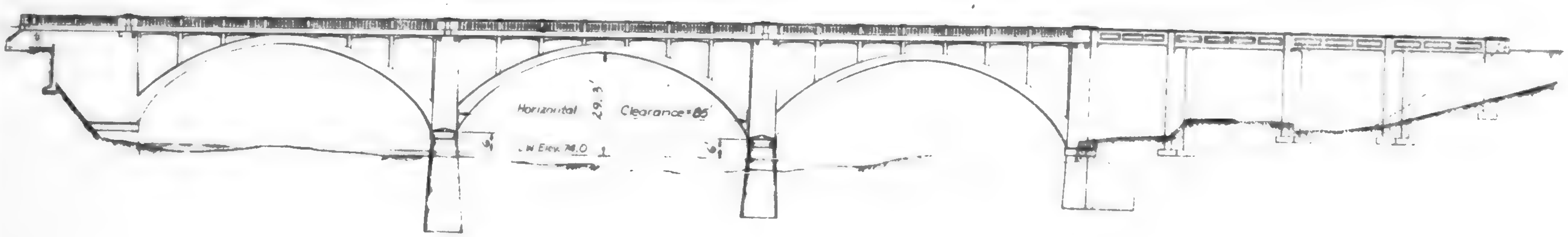
River Mi. 0.4 Mt. Hood HWY.

Hood River County

APPLICATION BY

Oregon Dept. of Transportation

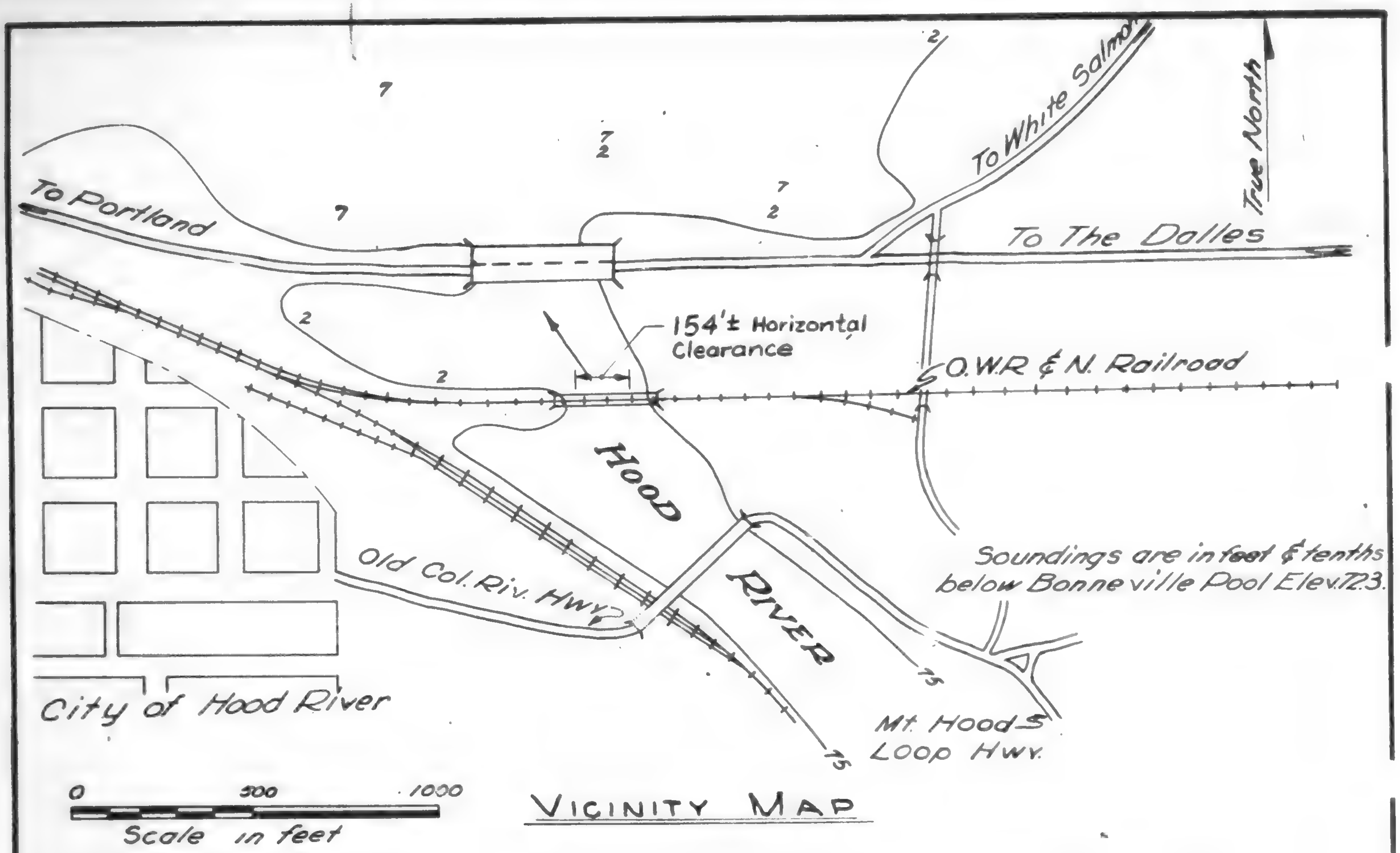
Jan. 4, 1980 Sheet 2 of 6


Horizontal Clearance = 85'
29.3'
L.W. Elev. 78.0
5'
6'

ELEVATION EXISTING BRIDGE

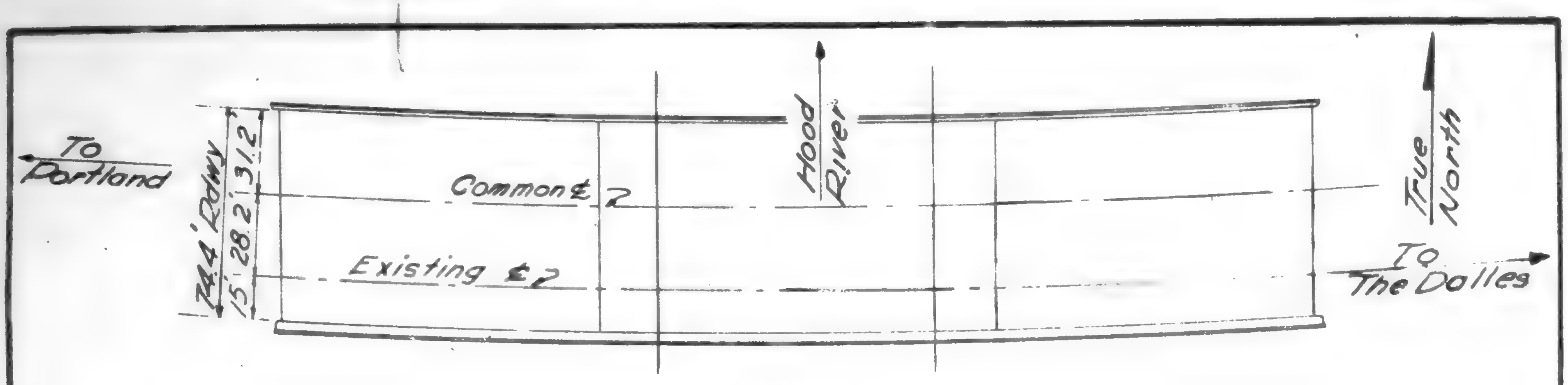
0
20
40
FEET
60
80

EXISTING BRIDGE OVER
HOOD RIVER
River Mi. 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 Sheet 3 of 6

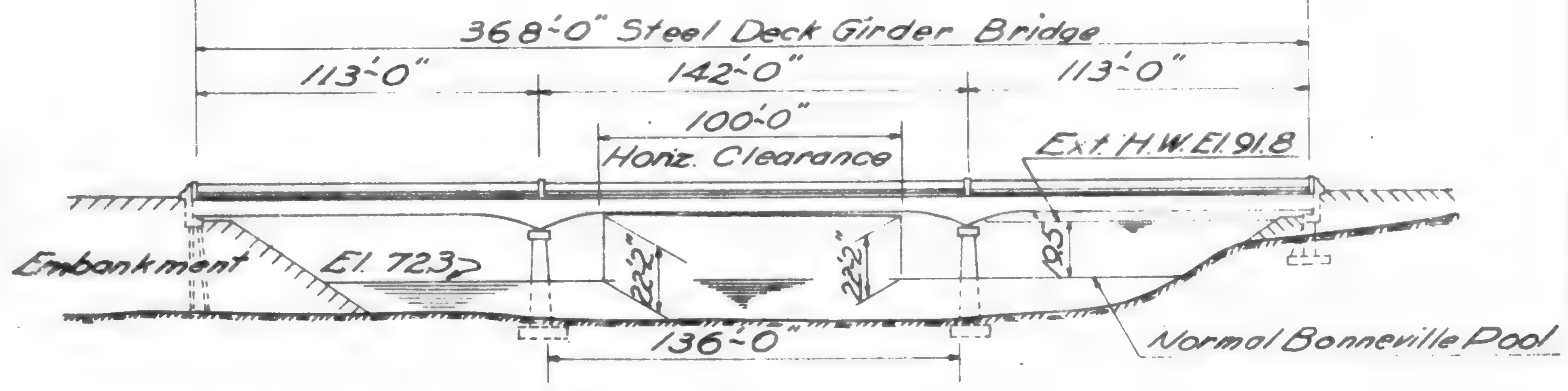

To Portland
To White Salmon
True North
To The Dalles
154'± Horizontal Clearance
O.W.R & N. Railroad
Hood River
Old Col. Riv. Hwy.
Soundings are in feet & tenths below Bonneville Pool Elev. 72.3.
City of Hood River
Mt. Hood Loop Hwy.
7
7
7
2
7
2
2
2
2
75
75
0
500
1000
Scale in feet

VICINITY MAP

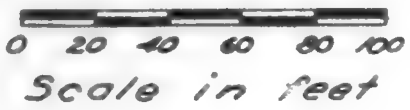
EXISTING BRIDGES
OVER
HOOD RIVER
AT
THE CITY OF HOOD RIVER
HOOD RIVER COUNTY
OREGON DEPT. OF TRANSPORTATION
JAN. 4, 1980 SHEET 4 OF 6


To Portland
74.4' Rdwy
15'
28.2'
31.2'
Common ℄ Rdwy
Existing ℄ Rdwy
Hood River
True North
To The Dalles

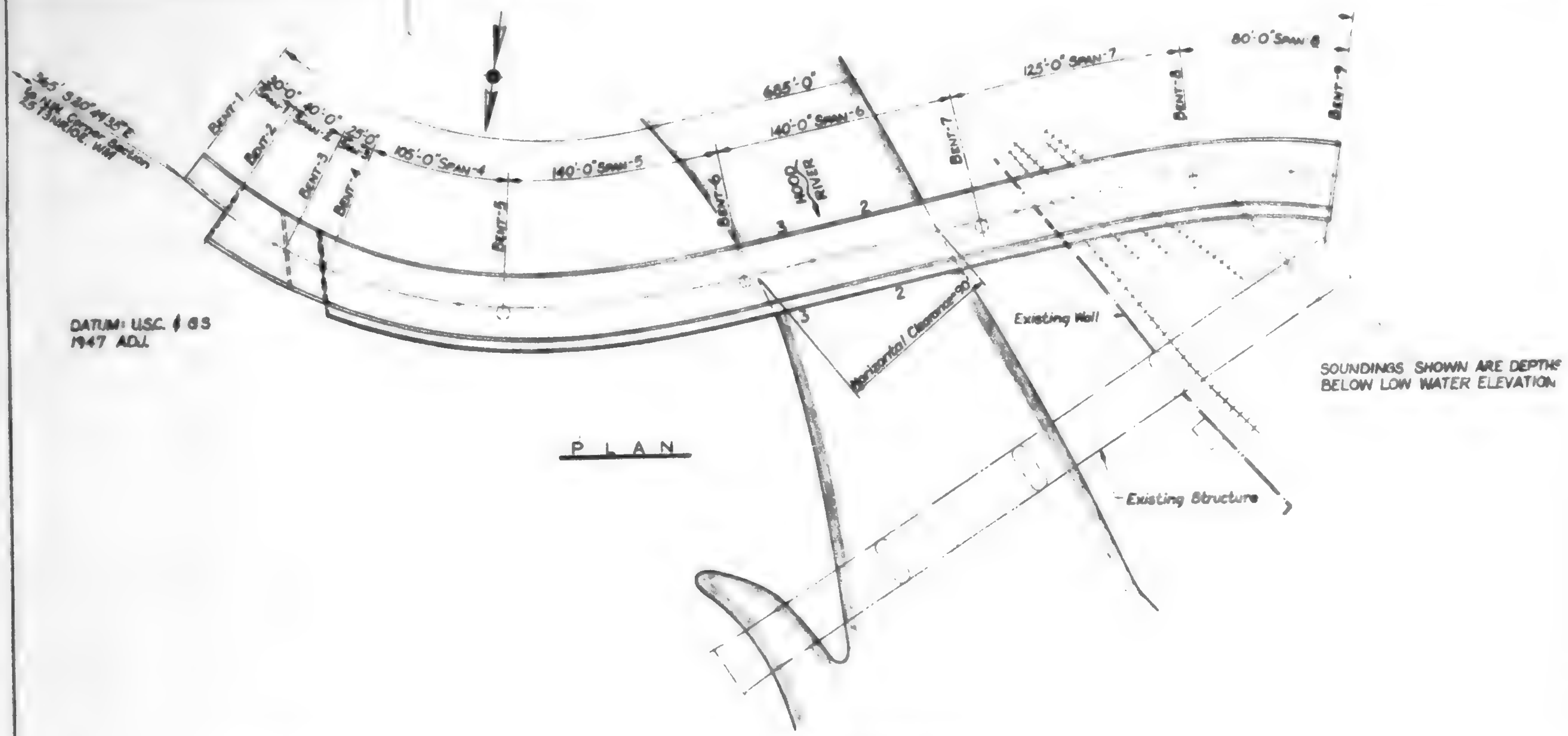
PLAN


368'-0" Steel Deck Girder Bridge
113'-0"
142'-0"
113'-0"
100'-0"
Horiz. Clearance
Ext. H.W. El. 91.8
Embankment
El. 72.3
22'-2"
22'-2"
19.5'
136'-0"
Normal Bonneville Pool

NORTH ELEVATION


0 20 40 60 80 100
Scale in feet

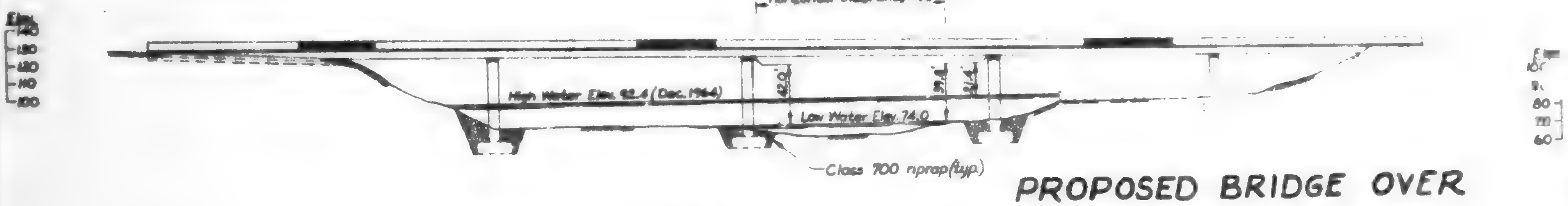
EXISTING BRIDGE
OVER
HOOD RIVER
AT
THE CITY OF HOOD RIVER
HOOD RIVER COUNTY
OREGON DEPT. OF TRANSPORTATION
JAN. 4, 1980 SHEET 5 OF 6


365' S 20°44'35"E
to N.W. Corner Section
25 T3N R10E W.M.
BENT-1
BENT-2
BENT-3
BENT-4
BENT-5
BENT-6
BENT-7
BENT-8
BENT-9
30'-0"
40'-0"
25'-0"
105'-0" SPAN-4
140'-0" SPAN-5
140'-0" SPAN-6
125'-0" SPAN-7
80'-0" SPAN-8
685'-0"
HOOD RIVER
3
2
Horizontal Clearance 90'
Existing Wall
Existing Structure

DATUM: USC & GS
1947 ADJ.

SOUNDINGS SHOWN ARE DEPTHS
BELOW LOW WATER ELEVATION

PLAN


Horizontal Clearance = 90'
Elev.
140
130
120
110
100
High Water Elev. 92.4 (Dec. 1964)
Low Water Elev. 74.0
42.0'
39.4'
31.4'
Class 700 riprap (typ.)
80
70
60

ELEVATION

0 20 40 60 80 100
FEET

PROPOSED BRIDGE OVER
HOOD RIVER

River Mi. 0.4 Mt. Hood HWY.
Hood River County
APPLICATION BY
Oregon Dept. of Transportation
Jan. 4, 1980 Sheet 6 of 6

9228

14-1989

4

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-7443
TELEPHONE

TO: The File

DATE: September 18, 1979

FROM: Leon G. Brock
Leon G. Brock
Project Coordinator

SUBJECT: Hood River Bridge Replacement Project
Letter of August 10, 1979

This is to document that no written response has been received from the City of Hood River. A phone call was made to assure that the letter had been received. The letter was received and the city had no objections to the project.

LGB:PE

Attachment

cc: F. B. Klaboe
D. H. Moehring
E. S. Hunter
J. H. Versteeg
W. J. Hart
J. B. Boyd
F. E. Terpin
D. R. Adams
J. D. McClure
J. J. Rose

RECEIVED
DOT DIRECTOR
SEP 19 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

9208

14-1989

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

August 10, 1979

Charles F. Beardsley, Mayor
City of Hood River
P.O. Box 27
Hood River, Oregon 97031

Dear Sir:

The Oregon Department of Transportation is proposing to replace the Hood River Bridge on the Mt. Hood Highway. The structure to be replaced lies near the easterly limits of the City of Hood River. Replacing the existing structure will require the acquisition of additional right-of-way.

In accordance with ORS 373.015 this is notice to you that the Oregon Department of Transportation plans to acquire additional right-of-way within the Hood River city limits for highway purposes, and that if you or the City Council have any remonstrances or objections, a public hearing may be held in accordance with the stipulations of the law.

The law requires that if you have objections to the proposed acquisition of right-of-way, you so indicate within ten (10) days after receipt of this notice. It would be appreciated if you would also let us know by letter if you have no objections to the proposal, so our file on the project will be complete.

A copy of the law referred to and a copy of the map showing the right-of-way to be acquired are attached for your convenience. If you have any questions concerning the proposal, feel free to contact Leon Brock, Project Coordinator, 5821 N.E. Glisan Street, Portland, Oregon 97213, telephone 238-7443.

RECEIVED
DOT DIRECTOR
AUG 14 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

D R Adams

D. R. Adams
Project Development Manager

DRA:LB:PE

Attachment

bcc: F.B. Klaboe, D.H. Moehring, E.S. Hunter, R.L. Schroeder,
J.H. Versteeg, W.J. Hart, J.B. Boyd, F.R. Terpin, L. Brock

NOTED
F. B. KLABOE

Form 734-3122

7-25-79

2.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	RS-473(8)
STATE PROJECT NO.	See below
COUNTY NAME	Hood River
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	RS-108

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 2'79
REFER TO
FOR

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	7-19-79
FEDERAL ROUTE NUMBER	Secondary 115
STATE ROUTE NUMBER	Primary 26

GENERAL LOCATION:

Hood River Bridge (Hood River) Section

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 24, 1979, this will confirm the advance approval date of July 19, 1979 to proceed with the work shown above at a TEC of $5,000 with Federal participation limited to $3,950.

DATE	7-25-79
SIGNATURE OF APPROVING OFFICIAL	G. K. Hessner
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9228

L,

FINAL NEGATIVE DECLARATION

Front Street - Panorama Point Road

HOOD RIVER BRIDGE

Mt. Hood Highway
Hood River County, Oregon

Oregon Department of Transportation
and
Federal Highway Administration

Blank

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PROJECT DESCRIPTION 4

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- Hydraulics 10
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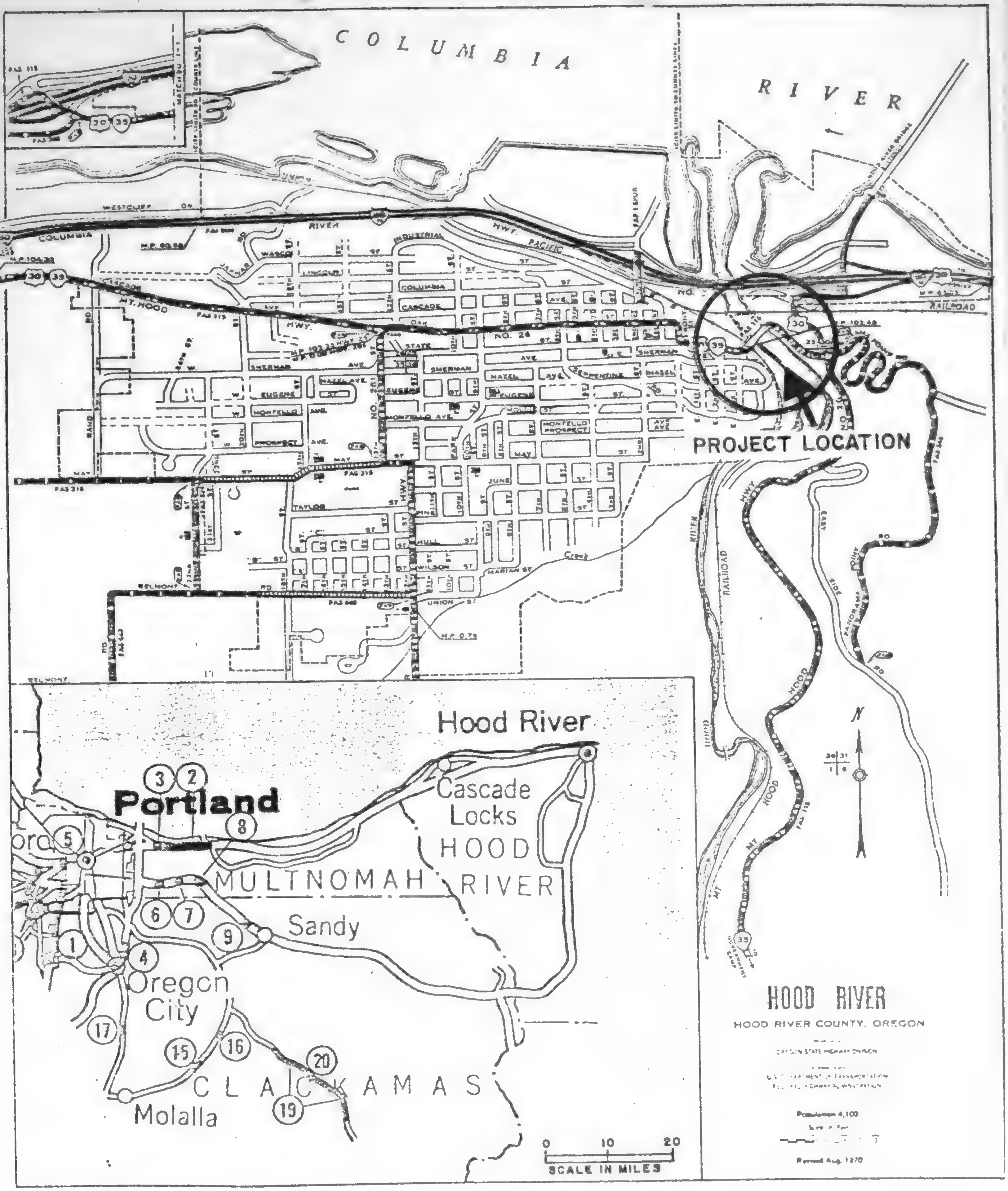

COLUMBIA
RIVER
PROJECT LOCATION
COLUMBIA RIVER HWY.
PACIFIC
RAILROAD
MT. HOOD
HWY.
HOOD
RAILROAD
30
35
HOOD RIVER
HOOD RIVER COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,100
Revised Aug. 1970
Hood River
Portland
Cascade
Locks
HOOD
RIVER
MULTNOMAH
Sandy
Oregon
City
CLACKAMAS
Molalla
1
2
3
4
5
6
7
8
9
15
16
17
19
20
0
10
20
SCALE IN MILES

FIG. I, VICINITY MAP

SUMMARY

The 60 year old Hood River Bridge would be replaced with a new, safe bridge adjacent to the existing alignment. Traffic flow across the bridge would be much better because of greatly improved approach curves. The new bridge would be adequate in width to eliminate the occasional one-way situations which now occur on the existing bridge.

Impacts to the human and natural environment would be very limited. Right-of-way taking would involve two empty buildings which may require some relocation costs. There would be no significant adverse noise impacts as a result of the project. Other than temporary construction disturbances, there would be no long-term impacts to the Hood River fishery. From a hydraulics viewpoint, the new bridge would be superior to the existing bridge, and construction closures could easily be accommodated because of the availability of a suitable alternate route across the river.

HISTORY AND SITUATION

This Negative Declaration considers the replacement of a 60 year old bridge across the Hood River, 62 miles east of Portland, Oregon, in Hood River County (see Vicinity Map, P.1). The west end of the bridge touches the east boundary of the City of Hood River. The bridge has been placed high on the state's priority list for replacement.

The existing bridge is a narrow two lane concrete structure of arch design. It has four spans and is 432 feet long. A wooden sidewalk is mounted outside the bridge railing on its north side.

The bridge connects downtown Hood River to the east bank of the river via Highways 30 and 35 which follows the same route to their intersection with

Panorama Point Road (See Vicinity Map). From this point, Highway 30 turns north while 35 turns southward along the river to become part of the Mount Hood Loop highway. Within the city, Highways 30 and 35 approach the Hood River Bridge via State Street. All roads within the project area are two lane. The Union Pacific railroad has a through track and switch yard beneath the bridge on the west side of the river. Interstate Highway 80N, which connects Hood River with Portland, passes 500 feet to the north of the existing bridge. Both ends of the bridge are accessible to I-80N.

The Bonneville pool, which is impounded behind Bonneville Dam, 20 miles to the west, backs up under the Hood River Bridge during high water periods. Because of this, the lower Hood River at this point is considered navigable and the United States Coast Guard exercises jurisdiction over it.

The bridge has twice required major repairs since 1950. In the winter flood of 1950-51, the east abutment was undermined. This required a large quantity of rock fill to stabilize and correct the situation. In about 1956 the bridge began to sag on the west end. This was corrected by capping the bridge pillars on that end and jacking up the span into proper alignment.

Automobiles are the major users of the bridge although it carries a combined medium and heavy truck volume amounting to nine percent of all traffic. During eight months of the year, heavily laden fruit trucks use the bridge on a regular basis. The Hood River Valley south of the city is the world's foremost grower of Anjou pears. Apple, cherry, and strawberry production is also on a major scale. The City of Hood River is a major processing center for this industry.

Plans to replace the bridge have been under consideration since about 1970. Widening the old bridge, replacing it on the same alignment and three new alignments have been evaluated. All alternatives except the new alignment advanced in this Negative Declaration and the no-build alternative have been dropped. Other alignments were rejected because of excessive cost, while other, shorter alignments were rejected because of insufficient improvements to the approach curves.

PROJECT PURPOSE

The project would replace the existing bridge with a new one. The combination of structural deterioration, poor roadway alignment at both ends (one approach is about 48 degrees and the other, the east approach, about 58 degrees), the need for grade-line adjustments, substandard roadway width, and high stress levels in the arch ribs have made it inadvisable to remodel the old structure.

The proposed new bridge would permit a smoother, safer flow of traffic and would require greatly reduced maintenance in comparison to the existing one.

PROJECT DESCRIPTION

The proposed bridge would be built immediately upstream from the existing one on an improved alignment. It would have 20 degree curves on both approaches, these curves extending onto the bridge at both ends (see Figure 2., P.5). The length of the bridge would be about 730 feet, and the overall length of the project would be about 1300 feet.

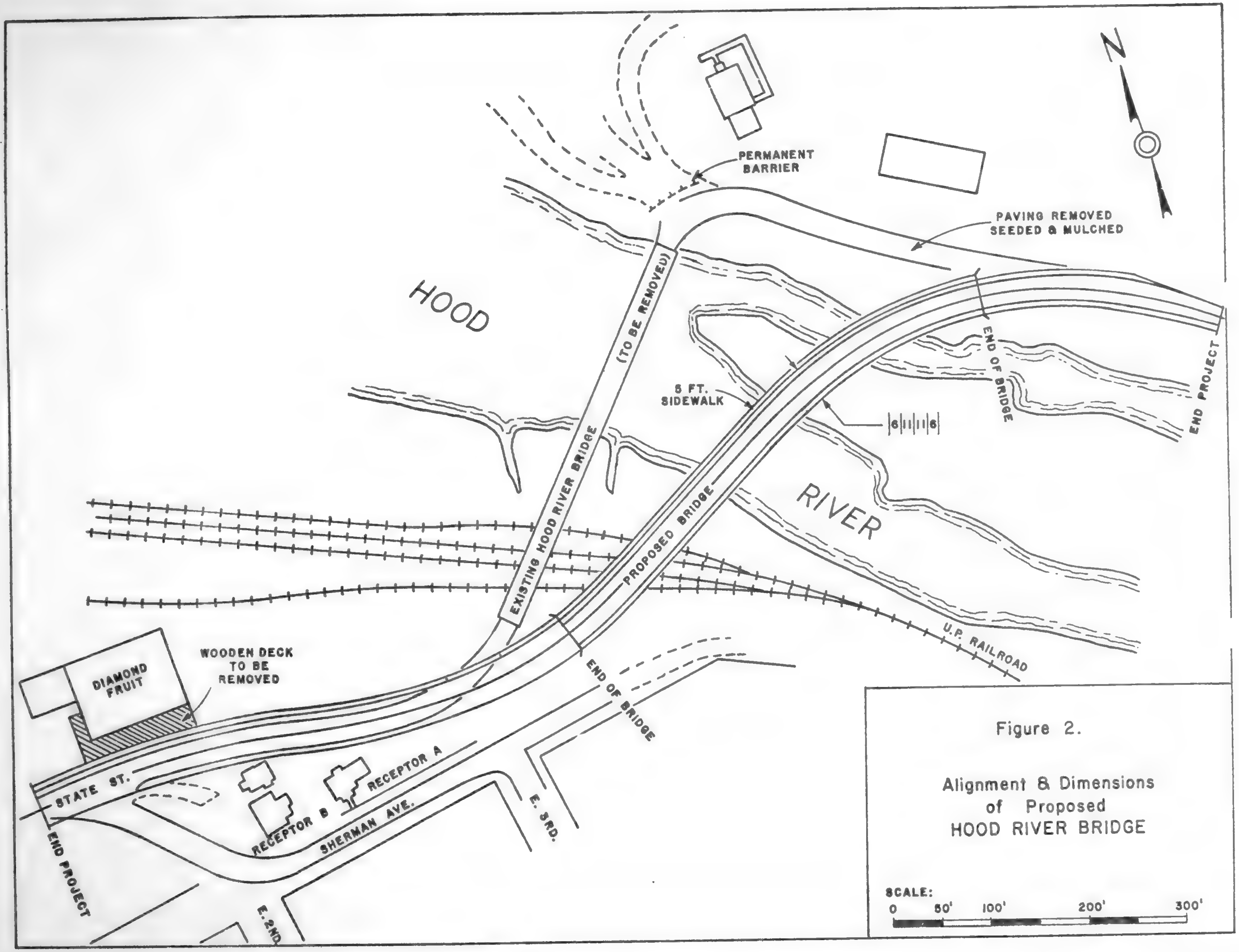

HOOD
RIVER
PERMANENT BARRIER
PAVING REMOVED SEEDED & MULCHED
N
EXISTING HOOD RIVER BRIDGE
(TO BE REMOVED)
5 FT. SIDEWALK
|6|11|11|6|
END OF BRIDGE
END PROJECT
PROPOSED BRIDGE
U.P. RAILROAD
WOODEN DECK TO BE REMOVED
DIAMOND FRUIT
END OF BRIDGE
STATE ST.
RECEPTOR A
RECEPTOR B
SHERMAN AVE.
E. 3RD.
E. 2ND.
END PROJECT
SCALE:
0
50'
100'
200'
300'

Figure 2.

Alignment & Dimensions of Proposed HOOD RIVER BRIDGE

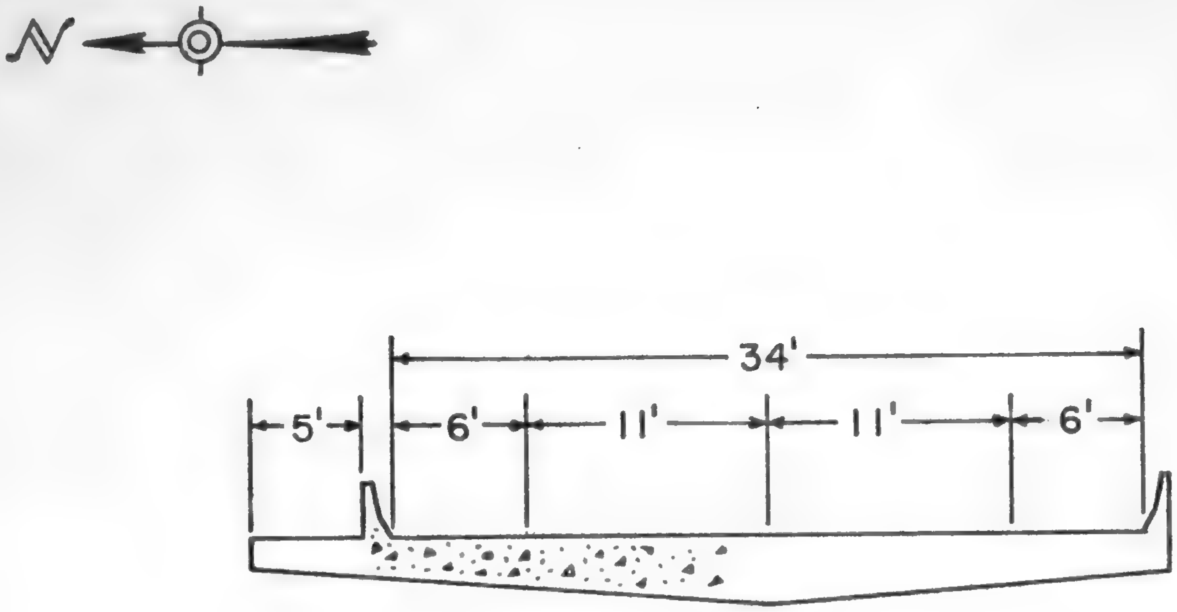
The final design selected for the structure would be governed by cost, impact, and other design considerations. Location of the westernmost pier may depend upon right-of-way negotiations with the Union Pacific Railroad. This is discussed under Land Use and Right-of-Way.

In cross section (Figure 3., P.7) the proposed bridge would have two 11-foot wide travel lanes with six-foot shoulders. A five-foot wide sidewalk would be on the downstream (north) side and would be separated from the shoulder by a concrete barrier. This sidewalk would begin at the east end of the bridge and extend to the end of the project on State Street. Design speed would be 30 MPH.

The proposed bridge would be nearly level and about seven feet higher on the west end than the present bridge. This would permit an acceptable minimum clearance over the railroad at the west end where there is presently substandard clearance.

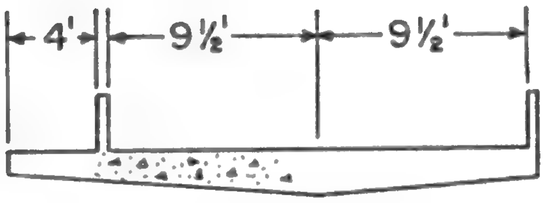
The increased height of the bridge at the west end would raise the elevation of State Street between the end of the bridge and west end of the Diamond Fruit Warehouse site (See Figure 2., P.5). This would shorten the length of the grade going into town towards the west.

A fill slope would support the roadway between the west abutment of the new structure and the Diamond Fruit Warehouse. If the warehouse remains in place it would be protected by a retaining wall approximately 24 feet in height and 240 feet long. If the decision is made to acquire the warehouse and demolish it, the fill slope would be extended through this area, too. This is the preferred option for the portion of the roadway



PROPOSED

Two 11' Travel Lanes with 6' Shoulders
& a 5' Separated Sidewalk.



EXISTING

Two 9½' Travel Lanes with No Shoulders
& a 4' Separated Sidewalk.

Figure 3.

Typical Cross Sections of
Existing & Proposed
Hood River Bridge.

flanked by the warehouse. In either case, the deteriorated, wooden loading dock next to the warehouse would be removed by the Diamond Fruit Company. The warehouse, itself, is an antiquated facility which is seldom used except for temporary storage.

There would be no fills or rip-rap in the river bed. Where fills are used next to the river or the railroad, they would be confined behind retaining walls. A partial viaduct may be necessary at the east end of the proposed structure, and some sections of retaining wall might be used along the inside edge of the roadway on State Street. On the State Street portion there would be Type "C" curbs and Type "CG" inlets. Most of the drainage would enter the existing city storm drain.

Fill requirements for the proposed project may exceed the quantities available at the site. The demolition of the old bridge would provide about 1,500 cubic yards of concrete rubble and block. However, if traffic is to be maintained on the old bridge until the new one is virtually finished, it cannot be a source of fill at the same time. It appears, however, that prolonged closure of the route over the river is an acceptable possibility.

A borrow site is available within state-owned right-of-way just north of Panorama Point Road on Highway 35. If sufficient quantity of fill cannot be obtained from this single site, additional fill may have to be found by the contractor.

Cost of the project is currently estimated to be $2,700,000.

EXISTING SETTING AND IMPACTS

Topography and Geology

The Hood River flows into the Bonneville pool about 800 feet north of the existing bridge. The elevation of the river surface under the bridge is about 75 feet (above mean sea level) or three feet higher than the normal level of the pool. During high water periods the pool will back up under the bridge.

In the vicinity of the project the river runs in a northwesterly direction between low bluffs which are about 150 feet higher than the river bed. The terrain behind the bluffs ascends rapidly, and within a few hundred yards rises to 400 feet (above MSL) and higher.

At the west end of the proposed and existing bridge, the wall of the gorge is exposed in a moderately sloped natural hillside. However, on the east side, the bank has been heavily modified by cut and fill of Highway 35, which runs immediately adjacent and parallel to the river.

*Columbia River basalt forms much of the lower Hood River gorge. This is interrupted at the east end of the existing bridge by a bench of Troutdale Formation, a semi-consolidated conglomerate. Troutdale Formation forms local benches in this area between the basalt layer and High Cascade volcanic flows.

A layer of unconsolidated glacial outwash, 100 feet or more in depth, overlays the Columbia River basalt on much of the west side of the river and forms the fertile Hood River Valley. This layer is unstable on steeper slopes.

In 1964, in the Serpentine Road area just southwest of the western terminus of the proposed project, a slide blocked traffic for several days.

* The geological information cited is from, Geological Hazards of Parts of Northern Hood River, Wasco, & Sherman Counties, Oregon; State Department of Geology & Mineral Industries, Bulletin 91, 1977.

Although immediately adjacent to the slide location, the western end of a bridge and its approach would lie in the Columbia River basalt zone.

The river bottom is composed of unconsolidated sand, silt, and clay in varying depths, and its banks are of gravel. About one fifth of a mile south of the proposed bridge there has been severe bank erosion on the east bank.

Hydraulics

Because the Hood River descends rather steeply through a well-defined gorge, it has no pronounced floodplain. There is therefore no need to include a floodplain map in this negative declaration as is required for most projects involving fills in a floodplain (Presidential Executive Order 11988).

The final location and number of piers would depend upon hydraulic and engineering findings to be conducted in final design. However, the preferred design for the bridge would probably have only two piers in the riverbed at low water. Since there are only two existing piers in the riverbed, if these were replaced there would be no additional obstruction to the river's flow. The new piers would have a more streamlined profile than the existing ones which are almost square-ended, and would present less resistance to the current. Since there would be no additional fill in the riverbed in the proposed design for the new bridge, there would be no flow obstruction created from this source.

The most hydraulically significant aspect of the proposed project would be the possible use of temporary work trestles during construction. If falsework is required during construction it could possibly span the little change in land use near the bridge is expected to occur in the future.

Present land use adjacent to the bridge has changed little over many years. On the hillside immediately south of the west bridge approach there are several aging houses. Behind them a relatively low-density single-family neighborhood occupies the upper hillside. This area is currently zoned for single-family residences. About 200 feet from the west end of the bridge on the north side of the approach there is the Diamond Fruit Company storage warehouse. Between it and the bridge there was once a vodka distillery. All that remains on this site are the concrete retaining walls along the road and some of the foundations of the distillery. The fruit warehouse and distillery site are zoned commercial.

A switching yard and through line of the Union Pacific Railway are spanned by the bridge on the west side of the river. The tracks skirt the foot of the hill below the hillside residential area mentioned above. Between the tracks and the neighborhood the intervening hillside is wooded. It is currently designated an industrial zone by the county.

The city-county draft comprehensive plan offers two future alternatives for areas adjacent to the bridge. The residential area along the west approach may be designated either multi-family or Medium Density Residential. On the bluff across the river the designation will be either Industrial or commercial.

Impact - The construction of the proposed bridge would have little impact on land use. Because minor widening is needed on the west bridge approach, low water channel. But if temporary structures are required within the channel, piling would be needed to support it. These would either be extracted or cut off below the riverbed and left in place when no longer needed. Excavation for piers in the water would be encased in interlocking plates of sheet piling if gravel in the riverbed is fine enough to allow it to be driven into the bottom. If not, then berms would be built around the piling site to keep the water out while piling was being installed. The work requiring these temporary structures in or over the river would, of necessity, be confined to low water periods. The final product, a new bridge, would be, from a hydraulic standpoint superior to the existing bridge.

The project would require these permits: A 404 permit from the Corps of Engineers, a Section 9 permit from the Coast Guard*, a Removal-Fill permit from the Oregon State Lands Division, and an Oregon State Public Utilities Commission permit in regard to the railroad.

The demolition of the old bridge would follow accepted practices which are least detrimental to the environment. The Oregon Department of Fish and Wildlife would concur in the particular technique to be used. Ongoing coordination with these agencies is occurring.

Land Use and Right-of-Way

The current population of the City of Hood River is 4800 within the city limits and 6,200 within its Urban Growth Boundary. In the year 2000, population within the Urban Growth Boundary is predicted to be 9,600. Nearly all of this growth is predicted to occur west of the existing bridge and about the core formed by the present settled area. For these reasons

*See Appendix D for U.S. Coast Guard letter and response.

a small, old house would need to be removed. The Diamond Fruit Warehouse would also probably be acquired and demolished. Acquisition of both buildings may involve relocation costs. On the east side of the river about 300 feet of Highway 35 would be closed, due to moving the east end of the bridge southward. An area of riverbottom approximately equivalent to the area of the present bridge piers would be used for the proposed new bridge. When the old piers were removed, the area of riverbottom given over to piers would be about the same as at present.

The little-used, unimproved access road to the house above the existing east bridge approach would be closed. There is adequate alternative access available to the property. A gravel road using the same access skirts the riverbank downstream and ultimately connects with a frontage road along I-80N. It too, would be closed at its upstream end by closing this access.

The abandonment, or at least the temporary closure, of the railroad spur leading to the Diamond Fruit Company warehouse is under discussion between the Oregon Department of Transportation and the operators of the railroad. This matter, which may take months to decide, has a direct bearing upon engineering and right-of-way considerations for the west end of the proposed bridge.

Natural Environment and Impacts

The Oregon Department of Fish and Wildlife reports a good run of Steelhead and lesser runs of Coho Salmon and Cutthroat Trout in the Hood River. They recommend that construction be limited to the gravel island area and away from the mainstream. Their concern is for fish runs from

March to November in the main stream, preferring no piers in the mainstream and that demolition of the old bridge be limited to the December to March period to prevent potential damage to fish. The work schedule and design of the project would be arranged to fit these requirements as closely as possible.

Lasting impacts upon the river environment as a result of the project would be no more and probably less than that created by the existing bridge. There would be temporary turbidity created by construction, and physical disturbance of the river bed. These would largely be confined to the low water months.

On the west side, the project would eliminate a small area of brush and deciduous trees which cling to the steep slope above the railroad track. At the borrow site on Highway 35, after the fill was removed the site would be contoured to have a natural appearance, covered with top soil, seeded, and mulched.

Traffic and Traffic Impacts

1980 average daily traffic on the bridge is predicted to be 3,000 vehicles. This is projected to increase to 6,300 vehicles per day by the year 2000. These figures will apply even if the old bridge is not replaced.

A minor change in traffic patterns would occur with the closing of the gravel roads which share a common access to the downstream side of the east bridge approach. About 35 vehicles a day currently use this route.

The existing bridge often becomes functionally one-way when an extra long or very large truck crosses it. This situation would be corrected if the proposed bridge is built. In addition, traffic flow across the bridge would

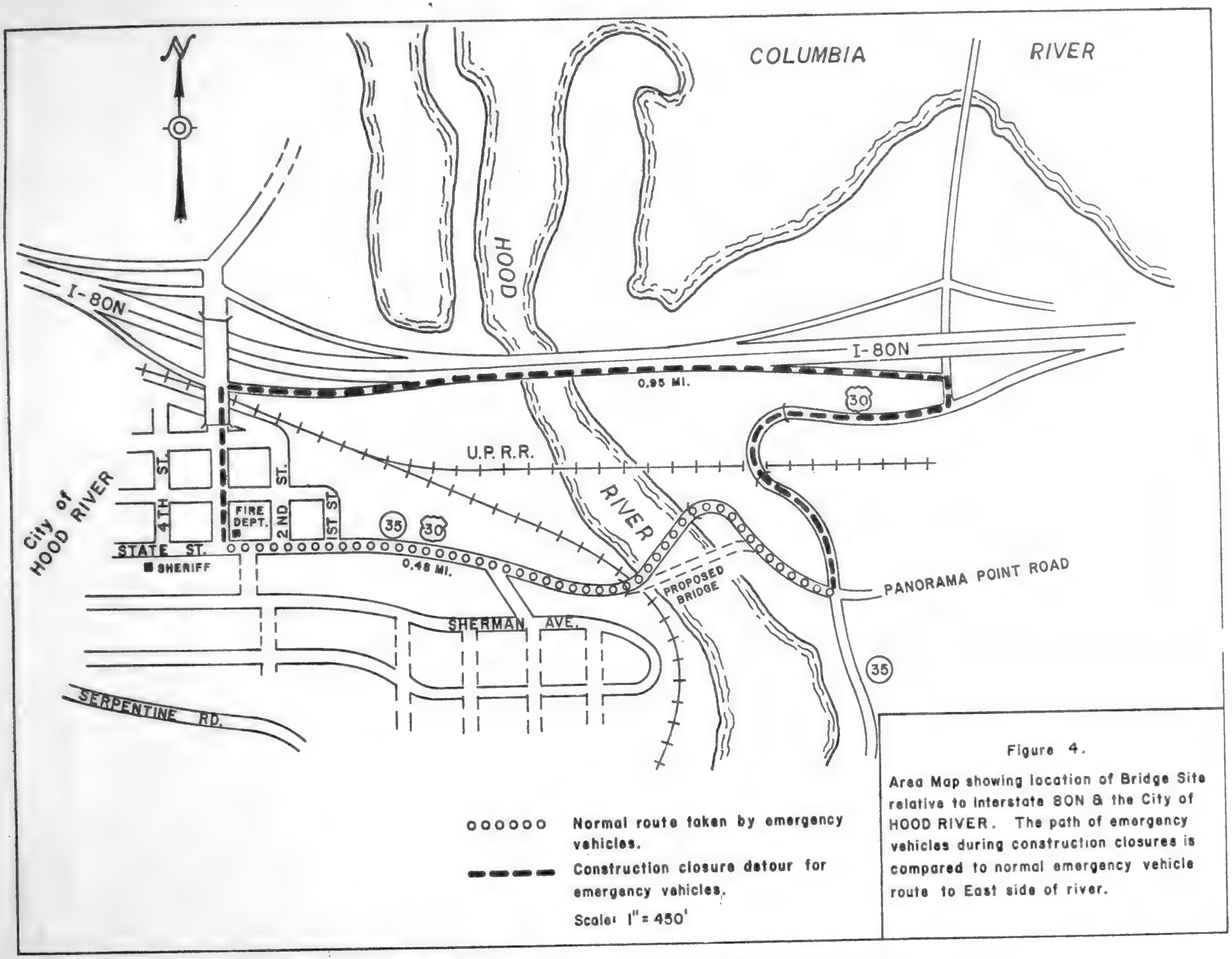

N
COLUMBIA
RIVER
HOOD
RIVER
I-80N
I-80N
0.95 MI.
30
U.P.R.R.
City of
HOOD RIVER
4TH ST.
FIRE DEPT.
2ND ST.
1ST ST.
35
30
STATE ST.
SHERIFF
0.46 MI.
PROPOSED BRIDGE
PANORAMA POINT ROAD
35
SHERMAN AVE.
SERPENTINE RD.
oooooo Normal route taken by emergency vehicles.
▬ ▬ ▬ Construction closure detour for emergency vehicles.
Scale: 1" = 450'

Figure 4.

Area Map showing location of Bridge Site relative to Interstate 80N & the City of HOOD RIVER. The path of emergency vehicles during construction closures is compared to normal emergency vehicle route to East side of river.

generally become smoother, faster, and safer

Construction Impacts on Traffic

Because the alignment of the proposed bridge does not overlap the existing one most of it could be built without interferring with the traffic on the existing bridge. Construction closures might therefore be minor. During periods of closure, traffic which would normally use the bridge would have to detour via Third Street, Highway I-80N, and Highway 30. From their garages in Hood River, sheriffs vehicles and fire engines would have to travel an extra half mile to reach the intersection of Panorama Point Road and Highway 30 and 35 (See Figure 4.,P.15). The difference in travel time would be about one minute for a passenger car. For loaded fruit trucks coming from cold storage plants up river to the main Diamond Fruit plant in the City of Hood River, the detour would be even shorter.

Because of the minimal added travel time and inconvenience of the detour, construction closures could be for extended periods if necessary. Truck operators and local officials have indicated that extended closure would even be preferable to numerous short term closures. The reasoning in favor of extended closure is that frequent short closures could lead to failure to receive notification of a closure. If this were to occur, a loaded fruit truck making a run between cold storage plants could experience time delays resulting in fruit spoilage, or a fire engine might get trapped by a construction closure with no place to turn around.

The alignment of the proposed bridge crosses the railroad at a point where several tracks converge, so it is unlikely that there would be a space to locate a pier between the tracks. If it is necessary to place falsework within the railroad right-of-way the minimum lateral clearance needed to keep the main line open would be preserved. It may also be necessary to build temporary railroad crossing to provide equipment and supply access to the work site on the on the west side of the river.

Noise

Noise levels for this project were predicted using methodology presented in Publication FHWA-RD-77-108 of the Federal Highway Administration. The reference energy mean levels in the publication have been updated by Technical Advisory T.5040.5, Attachment 3. No field measurements were taken. Noise predictions were made using the L_{eq}, which is the equivalent steady state sound level, which, in a stated period of time, would contain the same acoustic energy as the time varying sound level during the same time period. The unit of measurement is the dBA*. Federal standards, when using the L_{eq}, set 67 dBA as the allowable upper tolerance level of sound impact.

Both medium truck and heavy truck percentages were calculated for use in noise level predictions. Because an exceptionally large number of fruit trucks also use the bridge during the harvest season, which begins about August 15 of each year, these additional trucks were factored into ODOT's traffic predictions for this project. Traffic data used for noise modeling is given in Table 1.

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* dBA stands for decibels of sound, weighted for the "A", or middle frequency range of human hearing.

In design year 2000, the L_{eq} 67 dBA noise contour for the Build alternative would be 16 feet from centerline, or four feet from the edge of the travel lane. In the same year, for the No Build condition, the L_{eq} 67 dBA contour would be 12 feet from center line, or the edge of the travel lane. In either case, the L_{eq} 67 dBA noise contour would be within state right-of-way.

Only two receptors are situated close to the right-of-way boundary for this project. These receptors are labeled Receptor A and Receptor B in Figure 2.

The structure between Receptor B and the roadway will be removed due to right-of-way acquisition. The highest predicted noise levels at Receptor A and B are 63 dBA and 62 dBA, respectively, with the Build Alternative in design year 2000. All projections are displayed in Tables 1 and 2 on the following page.

There is fairly constant activity in the Union Pacific Railroad switching yard underneath the existing structure, but train speeds are very slow, and they are so far below any residence and so well isolated that noise levels are well within federal design noise levels.

Because maximum allowable design noise levels are not predicted to occur as a result of this project, no further evaluation will be performed.

Construction Noise - During the period in which the new bridge was under construction, there would be intervals of adverse noise conditions. To minimize these conditions, the project plans and specifications will place certain restrictions upon the contract.

SITUATION		YEAR	DISTANCE FROM CENTERLINE	Leq NOISE LEVEL
Receptor A	Existing	1980	[illegible]	60
	Build	2000	48	63
	No Build	2000	48	61
Receptor B	Existing	1980	60	60
	Build	2000	60	62
	No Build	2000	60	60

Table 1. Predicted peak hour noise levels at the two receptors adjacent to the west bridge approach.

SITUATION	YEAR	AUTOS	MEDIUM TRUCKS	HEAVY TRUCKS	SPEED
Existing	1980	240	17	8	25
Build	2000	400	29	13	26
No Build	2000	400	29	13	22

Table 2. Peak hour traffic volumes and speeds used for noise predictions at Receptors A and B.

Operating time restrictions will be imposed on most construction activities within 1,000 feet of an occupied dwelling unit between the hours of 10 PM and 7 AM and during all hours on Sunday and legal holidays. Further time restrictions will be placed on noise associated with bridge construction such as piledriving. Exceptions to these restrictions may be granted by the resident engineer.

Coordination With Local Officials - A copy of this report as well as a copy of the FHWA policy regarding limitations on noise mitigation for future development (FHPM 7-7-3) will be forwarded to Hood River County and the City of Hood River. These reports will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project.

Utilities

Water - The City of Hood River supplies water in a six-inch line to a point in front of the Diamond Fruit Company building. From there a four-inch line crosses State Street, and feeds a residential area and a fire hydrant. The City of Hood River wishes to abandon the hydrant and place an eight-inch conduit to install a future line across the right-of-way here. It has not been determined how this installation will be financed.

There is a private water line (Highway Permit 4693) between Mile Point 102.03 and Mile Point 102.16. Any adjustments will be the responsibility of the permittee.

Telephone - United Telephone Company owns and operates the telephone facility in Hood River. The line on the south side of State Street is aerial up to the bridge, where it goes into a conduit and crosses the bridge. On the east side of the structure, the line is buried in direct burial mode. Pacific Northwest

Bell Telephone Company has a toll cable near the easterly end of the existing structure.

Gas - The Northwest Natural Gas Company owns and operates a two-inch gas line on State Street crossing the existing bridge and thence continuing up the east approach.

Electric Power - Pacific Power & Light Company owns and operates the power distribution system in the Hood River area contiguous to the construction area. Minor conflicts are anticipated.

Flood Control - The Corps of Engineers has a pumping station and levies in the project vicinity. All work would have to be closely coordinated with the Corps.

Sewers - Sanitary storm sewers are maintained by the City of Hood River. The storm drain system could be heavily impacted by this project. Appropriate adjustments to the sewer system would be included in the proposed project. The City of Hood River has asked to place a sewer line on the new structure. Size and location will be determined in the future.

CULTURAL RESOURCES

Cultural resources of a highway project area are those properties of historic or archaeological significance which are located adjacent to any alignment of the proposed project. These properties are identified by various official listings at the national and/or state level and by local organizations interested in historic preservation.

Historic Structures and Sites

Neither the Hood River Bridge nor any other structures or sites in the project area are listed, nominated, or eligible for the National Register of Historic Places or listed in the Statewide Inventory of Historic Sites and

Buildings. The existing bridge over Hood River is not locally regarded as posessing any particular historic significance or interest.

No Oregon Trail sites have been identified in the project area, although emigrants who traveled west from the Dalles to Oregon City would have crossed in the general vicinity of Hood River.

Since the area does not contain any historic properties, the proposed project will not affect these resources.

Archeological Resources

Prior to pioneer settlement, the project area was inhabited by the Hood River tribe of the Chinookan Indian Family. Lands in the vicinity of the Columbia and Hood Rivers are generally regarded as high density areas for discovery of archeological sites.

Depending upon final design of the project alignment, an archeological reconnaissance survey may be required. If this procedure is deemed necessary, a survey will be conducted by the Oregon State Museum of Anthropology at the University of Oregon.

In the event that archeological sites are discovered, all site mapping and evaluation and any recommended salvage and/or other mitigation procedures will be completed prior to initiation of construction activities.

Coordination Procedures

The State Historic Preservation Office (SHPO) was contacted for information regarding properties listed in the National Register or the Statewide Inventory. Construction data and photographs of the existing bridge were forwarded to the SHPO as requested for office records. Members of the

Hood River County Historical Society were interviewed concerning the Hood River Bridge and any potentially significant historic buildings or sites.

Any archeological surveys and salvage and/or other mitigation measures will be coordinated and approved by the SHPO prior to project construction. A letter of clearance will be obtained from the SHPO upon completion of archeological procedures.

A copy of the letter from the State Historic Preservation Office is included as Appendix A of this Negative Declaration.

WETLANDS

There are no wetlands within the right-of-way of the proposed project and no wetlands would be affected.

CONFORMITY WITH LCDC GOALS AND GUIDELINES

The proposed project has very limited implications in regard to LCDC goals and guidelines since it is essentially the replacement of an existing bridge on the same site. The proposed project has been adequately exposed to citizen involvement. Other goals and guidelines are either not relevant or little touched upon.

The replacement bridge would preserve the water quality of the lower Hood River and thereby conform to Goal 6. To the extent that the lower Hood River presents a flood hazard, all regulations relating to fills in the floodplain and hydraulic considerations would be satisfied by the project and thereby conform to Goal 7. Since the proposed project would have no long-range negative impact upon sport fishing it is consistent with Goal 8. And finally, Goal 12 relative to "safe, convenient, and economical transportation, "would be met by the project."

PUBLIC PARTICIPATION AND COORDINATION WITH OTHER AGENCIES

Two public meetings were held in Hood River, one in January, 1979 and another in June, 1979. The June meeting was preceeded by widespread distribution of the Draft Negative Declaration and extensive advertising and public notices. The meetings, although lightly attended, produced strong support for the project with no negative comments from any source. As a result of the second meeting, street lights at both ends of the bridge have been included in the project design.

Besides these two public meetings, conferences took place with the Manager of the Diamond Fruit Company, and the Hood River Sand & Gravel Company. City and County officials were consulted a number of times in the course of project development.

Fishery considerations were coordinated with the Oregon Department of Fish & Wildlife.

A legel notice, offering a hearing, was advertised twice, once on June 13, 1979, and a second time on June 20, 1979. No requests for a hearing were received. The notice appeared in the Hood River News, Oregonian, and Oregon Journal. A copy of the advertisement is shown in Appendix C.

BASIS FOR NEGATIVE DECLARATION

It is concluded from the above project analysis that the Build Alternative constitutes a major action as defined in the Federal Highway Program Manual, Volume 7, Chapter 7, Section 2. Implementation would increase traffic safety and efficiency while creating no adverse effects upon the human environment other than a limited right-of-way taking.

The project is essentially a bridge replacement upon the same site so there would be no additional impact beyond existing conditions upon the flood-plain of permanent nature. Impacts to the fish runs in the river would be held to a minimum. For these reasons, it has been determined that the proposed project would not have significant impact on the quality of the human environment of a significance which would require the processing of an Environmental Impact Statement.

Concurred in by:

E S Hunter
Asst. State Highway Engineer

7-10-79
Date

E J Valach
Federal Highway Administration Official

7-19-79
Date

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

January 5, 1979

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

Re: Hood River Bridge (1919), Hood River County

Dear Mr. Dykman:

This is in response to your request for comment from the State Historic Preservation Office regarding the impact of your federally funded project (proposed) upon cultural resources.

In our view, replacement of the 404-foot reinforced concrete three-arch span will not affect properties entered in or eligible for inclusion in the National Register of Historic Places. However, depending upon the final design adopted for the replacement span, an archeological survey may be required to fully carry out responsibilities under Section 106 of the National Historic Preservation Act of 1966.

Further, we would like to request some permanent photo-documentation of the existing bridge to complement the data sheet which was partially completed and submitted to our office. If questions arise concerning what constitutes a permanent photo-record, please do not hesitate to be in touch.

Thank you for this opportunity to comment.

Sincerely,

David G Talbot

David G. Talbot
State Historic Preservation Officer

DGT:EWP

APPENDIX B

Background of Persons Contributing to this Document

Qualifications of Author

This Negative Declaration was written by Thomas S. Loeber, Regional Environmentalist with the Oregon Department of Transportation. His educational background includes a B.A. in Zoology, an M.S. in Entomology, and an M.A. in Political Science. Professional experience includes six years college teaching in biology and government. Research in fisheries Biology with the California Department of Fish and Game, four years in the U.S. Foreign Aid Program, several research-oriented positions in state government, and private consultation work. He has published one book and numerous professional papers. With the Oregon Department of Transportation, he has prepared one previous Negative Declaration and several dozen project assessments.

Hydraulics

The Hydraulics section was reviewed by Richard Lenz, Hydraulics Engineer with the Location Unit of the Operations Division of the Oregon Department of Transportation in Salem.

Natural Environment and Impacts

The recommendations concerning location and timing of construction were supplied by Al Lichens, District Fishery Biologist, Mid-Columbia District, Oregon Department of Fish and Wildlife.

APPENDIX C

PUBLIC NOTICE
OREGON DEPARTMENT OF TRANSPORTATION

PROPOSED PROJECT FRONT STREET-PANORAMA ROAD
(HOOD RIVER BRIDGE)
(MT. HOOD HIGHWAY)
HOOD RIVER COUNTY

NOTICE IS HEREBY GIVEN that the proposed plans and the draft environmental impact document (draft negative declaration) for replacement of the Hood River Bridge and rebuilding of approach ramps, federal project #RS473(8), are now available for review.

The proposal for this highway section would replace the existing bridge with a new bridge, improve the roadway alignment at both approaches, widen the roadway to current design standards, and provide a walkway on the north side.

This notice is given in compliance with federal regulations and the Oregon Action Plan pertaining to this type of proposal. It is required that public notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires a hearing, a written request should be directed to :

R. N. Bothman, Metropolitan Administrator
5821 N. E. Glisan Street
Portland, OR 97213

on or before July 5, 1979.

The draft negative declaration describing the environmental affect to be expected from the proposed project is available for review by the public at the following locations:

Environmental Section
Room 412
Oregon Transportation Building
Salem, OR

Hood River County Library
502 State Street
Hood River, OR

Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, OR

Hood River City Hall
Hood River, OR

Planning and Community Development
Room 101
Hood River County Courthouse
Hood River, OR

The proposed improvement plans are incorporated in the environmental document. Anyone wishing further information on the specific design, please contact Leon Brock, Project Coordinator, 5821 N. E. Glisan Street, Portland, OR 97213, telephone # 238-7443.

APPENDIX D

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16591
Serial 360
25 June 1979

State of Oregon
Department of Transportation
ATTN: Mr. Gary A. Potter
Manager Environmental Sec.
Transportation Building
Salem, OR 97310

RE: Draft Negative Declaration
Hood River Bridge
Mt. Hood Highway
Hood River County

Gentlemen:

The reference document has been received and reviewed. As stated in the document, a Section 9 permit will be required from the Coast Guard for the proposed bridge. Although no permit was required for the existing structure, the creation of Bonneville Pool raised the line of normal highwater in the mouth of Hood River thereby making the waterway navigable up to that elevation.

The Negative Declaration is adequate for Coast Guard purposes. If possible, you should mention in the Final the navigation clearances of the proposed bridge in relation to the downstream railroad and highway bridges. Other than that, we have no comments to offer.

Your cooperation is appreciated.

Sincerely,

J. H. HOLMEAD III
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Copy to:
(1) ODOT, Bob Ellison, Salem, OR
(2) FHWA, Herb Schell, Salem, Or

June 29, 1979
Environmental Section
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
Ed Hardt
Jef Kaiser
Harry Woodward
Wally Bryant

Navigational Clearance

The I-80N freeway bridge just downstream has a vertical clearance of 22 feet 2 inches above the normal pond elevation, and a horizontal clearance of 100 feet. The proposed bridge will have clearances equal to or greater than the freeway bridge. The exact clearances will be determined during final design and will be included in the application for a Section 9 Coast Guard permit.

9228

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-473(8)

STATE ECT NO. See below

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. RS-108

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-3-79

FEDERAL ROUTE NUMBER Secondary 115

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION: Front St. - Panorama Rd (Hood River Br)

GENERAL DESCRIPTION OF WORK: Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

7/5 mg

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
STATE HWY ENGR
JUL 5 -'79
REFER TO Moehring
FOR

Info	Inves	P/D	O/R	Sign	Act	File

REMARKS

As requested in Mr. Swan's letter of 5-16-79 I approve the revised Preliminary Engineering costs to a TEC of $132,000 with Federal participation limited to $103,150.

(Incr. TEC $98,500 - F.F. $77,010)

DATE 7-3-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9238

2.

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Bell

PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECTS

Section & Highway	Hwy. No.	County	Cost
FY 1979			
N. & S. Fork Coyote Cr. (Gellespie Corners) Territorial Hwy.	200	Lane	$ 270,000
FY 1980			
Hood River (Hood River) Bridge Mt. Hood Hwy. ORE 35	26	Hood River	1,600,000
Suicide Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	100,000
Kale Creek Bridge Nehalem Hwy. ORE 202	102	Clatsop	250,000
Bear Creek Overflow Bridge Coquille-Bandon Hwy. ORE 425	244	Coos	250,000
FY 1981			
UPRR & Frontage Rd. Overcrossing (The Dalles) The Dalles-California Hwy. US 197	4	Wasco	750,000
Klamath Straits Bridge The Dalles-California Hwy. US 97	4	Klamath	400,000
Juniper Canyon Bridge John Day Hwy. ORE 19	5	Gilliam	100,000
S. Santiam Bridge Santiam Hwy. US 20	16	Linn	650,000
Jenny Creek Bridge Green Springs Hwy. ORE 66	21	Jackson	200,000
Ash Creek Bridge Independence Hwy.	193	Polk	400,000
USRS Canal "J" Bridge Hatfield Hwy.	426	Klamath	250,000
Williamson River Bridge Modoc Point Hwy.	427	Klamath	500,000
FY 1982			
Nehalem River Bridge Oregon Coast Hwy. US 101	9	Tillamook	4,000,000
Shields Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	200,000
Palmer Creek Bridge Salem-Dayton Hwy. ORE 221	150	Yamhill	500,000

PROPOSED SPECIAL BRIDGE REPLACEMENT PROJECTS

Section & Highway	Hwy. No.	County	Cost
FY 1983			
Holmes Creek Bridge Coos Bay-Roseburg Hwy. ORE 42	35	Douglas	$ 150,000
FY 1984			
Courtney Creek Bridge Halsey-Sweet Home Hwy. ORE 228	212	Linn	130,000
Pony Creek Bridge Cape Arago Hwy.	240	Coos	300,000
		TOTAL	$11,000,000

9278

4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 24, 1979

FROM: George C. Wills
Field Location Engineer

SUBJECT: Hood River Bridge
Mount Hood Highway
Hood River County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

The following persons met on January 22, 1979 to discuss proposed geometric standards for subject project.

Federal Highway Administration

- Glenn Hossner
- Herb Schell
- David Carter

Oregon Dept. of Transportation

- Frank Terpin
- Len Wallace
- Don Adams
- Ed Hardt
- George Wills
- Bob Ewen

RECEIVED
TECHNICAL SERVICES
JAN 30 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The present location proposed to use 30 mph design for geometrics. The 26° curvature however, required superelevation rate of .013 feet per foot. Since icing is a frequent problem in this location, the rate was deemed to be too large and a super rate of .06 feet per foot was indicated to be a desirable maximum. This would determine that a 20° curve is maximum with a minimum length super runoff of 110 feet.

The setting for the structure is urban since traffic is controlled through a 4-way intersection a short distance east of the structure and the existing street system west of the structure. The typical section was set for 11-foot lanes and 6-foot shoulders for a total roadway width of 34 feet. The 6-foot shoulder areas would accomodate bicycle traffic. A nominal width of 5 feet was established for a pedestrian way on the downstream side of the structure. Further investigation of probable use of the pedestrian way should be investigated to determine justification and width. The 34-foot vehicle roadway is to be protected by concrete barriers whereas the pedestrian way can use a pedestrian type rail on the outboard side.

The group concurred that these guidelines were appropriate and that we would procede to revise the project accordingly.

Although not eligible for SBRP project funding, the location survey was to be extended easterly and westerly in order to obtain design information to the limits of the authorized survey. Evaluation of this work for other types of funding should be made and included in the proposed contract if appropriate.

GCW:lt

cc: G. Hossner
E. Hunter
L. Wallace
D. Adams
E. Hardt
B. Ewen
J. Sawyer

9227

L

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Robert Ewen
Regional Location Engineer

DATE: December 14, 1977

FROM: Walter J. Hart
Structural Design Engineer
Walter Hart

SUBJECT: Hood River Bridge Widening
Mt. Hood Highway
Hood River County
Bridge No. 200

We have made a preliminary estimate of widening the existing 20' roadway on this structure.

The widening would be accomplished by removing the columns, beams and deck above the arch and replacing them to provide two 13' lanes plus a 5'-6" sidewalk. (see sketch) The approach spans would be replaced.

Estimated cost for this proposal is $698,000 including all removal work. The overall bridge length would be the same as the existing bridge 432'.

The widening would require a raise in grade line of about 1.5' at the easterly arch in order for the new cross beams to clear the arch rib. A preliminary analysis shows that this load increase will stress the arches well above their design capacity (inventory rating) but below their maximum safe capacity. (operating rating)

The combination of poor roadway alignment, grade line adjustments, substandard roadway width and high stress levels in the 60-year-old arch ribs are strong arguments against remodeling this structure.

Three other proposals were estimated as alternates to remodeling:

1. New structure, same alignment

   32' Roadway 432' Long $760,000

2. New structure, skewed alignment (Per request of Bart Bonney)

   44' Roadway 600' Long $1,400,000

3. New structure, 1967 alignment per drawing #22765

   44' Roadway 780' Long $1,800,000

All estimates include cost of removing existing structure and an allowance for engineering and contingencies.

RECEIVED
TECHNICAL SERVICES
DEC 14 '77
REFER TO
FOR

cc: Bart Bonney
E. S. Hunter
Location
Region 1
Region 4

Enclosure

OMP:dls

81-125-1387

9228

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

December 9, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Front St-Panorama Road Section
(Hood River Bridge)
Mt. Hood Highway
Hood River County

By letter of January 28, 1977 you cancelled a number of prefixes of which subject project was one. Now the project is being identified on a SBRP list to be authorized for PE by State funds.

The project had been programmed with the FHWA for PE and is still open.

With your permission, we will notify Accounting and the field that the prefix 14-1989 is to be used for charges to the project.

FET:mc

12-12-77

Terpin
If the project is not
on the program minimum effort
[illegible]

RECEIVED
TECHNICAL SERVICES
DEC 12 '77
REFER TO
FOR

Info	Inve	R/D	D/R	Sign	Act	File

9225

2.

E. S. Hunter
Deputy State Highway Engineer

April 15, 1977

George N. Hopkins
Program Development Engineer

City of Hood River Projects

As per our telephone conversation yesterday, I am providing information in regard to questions concerning the first three paragraphs of Mr. Burco's letter to Mr. Coulter, dated April 13, 1977.

Second Street Extension Bridge Railing

At times, extremely windy conditions exist between Cascade Locks and The Dalles. These conditions pose some problems to trailers and mobile homes traveling the Columbia River Highway through this section.

In the past, the Port of Hood River, for a fee, has provided parking adjacent to and northerly of the East Hood River interchange, where trailers and mobile homes could park and wait for the high winds to subside. These vehicles also park for other reasons and for varying periods of time.

Pressure to develop this parking area has recently caused the directors of the Port of Hood River to close the area adjacent to the East Hood River interchange and provide another parking area adjacent to, and northerly of the Second Street undercrossing structure. Access to this new location poses some problems for trailers and mobile homes traveling east on the Columbia River Highway. Those traveling east at this location are required to maneuver an acute left turn at the intersection of the exit ramp and Second Street Extension and at that point oncoming traffic from the left is obscured by guardrail and the handrail on the overcrossing structure. The Port authorities would like to see the State ease the radius on this left turn and make some revisions to the railing on the structure to improve sight distance.

District Engineer Harry E. Woodward is working with Mr. Dallas Dusenberry regarding the matter.

12th-13th Streets Couplet

This has been a matter of discussion between local authorities and State Highway Division for the last nine or 10 years. It seems that everyone can agree on the need for a couplet, the difficulty has been in trying to arrange financing. The project would be very difficult to build, at this time, for several reasons:

4-15-77
to Burco

There are two city parks impacted and a 4f determination would be required.

A preliminary assessment indicates the project would be categorized 2MS, requiring extensive citizen involvement.

A recon-estimate indicates the project cost is approximately $750,000 and would require a development time in excess of three years. All work was stopped on the project in March 1976. (Letter attached.)

Bridge Replacement

The bridge project is near the east city limits of the City of Hood River -- the structure was built in 1918 with a horizontal clearance of 19 feet and currently carries a load rating of H-15. The structure is on the eligible list for SBRP funds. It is priority No. 10 on a list of 95 structures. The nine structures of a higher priority have a replacement cost estimated at $12 million. (The average annual apportionment under the SBRP program is approimately $1.25 million per year). Replacement of the structure requires significant realignment. A reconnaissance type estimate for grading, paving and structure is approximately $2 million. This project is not included in our Six-Year Construction Program and the survey authorization for P.E. work has been canceled.

Completion of Highway 35 in Hood River

A tentative schedule for the Mt. Hood Post Office - Willow Flat project was mailed to the Hood River County Commissioners on April 11, 1977. (Copy of letter attached.) The estimate for advertising the project is October 1, 1978 with a probable two-year completion time.

A small map of the City of Hood River is attached showing the location of the two projects.

GNH:dpy

Attachments

cc: Frank Terpin
Harry Woodward

Scott Coulter
Larry Rulien

April 13, 1977

Bob Burco
Director of Transportation

Hood River projects

Yesterday, Carl Williams, George Bell, and myself met with the following people in Hood River:

Bruce Erickson	City Administrator
Jerry Kramer	City Councilman
Don Clark	County Commissioner
Jerry Routson	County Commissioner
Doyn Price	Chamber of Commerce, Board of Directors
Dallas Dusenbery	Port of Hood River

Mr. Dusenbery showed me a letter from Harry Woodward, our District Engineer, regarding a matter of the Second Street extension and raised the question of some bridge railing obstructing a view.

Several members of the City Council raised the question, wanting to know what the status was of any work of ours on a one-way couplet (12th-13th Streets) and the status of replacement of a bridge immediately outside of town.

I promised to have some kind of answers for them at the Commission meeting on Tuesday; therefore, I would very much like to know the status of these issues, as well as what our timetable is now for completion of Highway 35 in Hood River County.

Two issues were also brought up which have to do with our sign control program. One County Commissioner seemed rather irked that we keep sending people out to measure signs, which are probably recorded and on file somewhere. I would like some kind of review of our filing system for off-premise signs and a report on the status of that overall program prior to the Commission meeting next week.

RAB:fn
cc F. B. Klaboe ✓
Carl Williams
George Bell
Max Klotz
Alan Lightner

[illegible]
F. B. [illegible]

4-15

RECEIVED
DOT OPERATIONS
APR 14 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9338 6-1-76 2.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -473 (8)

STATE PROJECT NO. Hood River Br Section

COUNTY NAME Hood River

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO RS-108

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/1/76

FEDERAL ROUTE NUMBER Secondary Route 115

STATE ROUTE NUMBER Primary Route 26

GENERAL LOCATION:

SR 35 - Hood River Br (City of Hood River)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering including utility preparatory work (Miles 0.3)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

All phases of PRELIMINARY ENGINEERING ~~XXXXXXXXXX~~ necessary for final negative declaration at a

☒ ~~XXXXXXXXXXXX~~ TEC $33,500, FF $26,150.

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Approval
(TEC $38,500, FF $30,100)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/17/76 letter I approve the subject project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 5/17/76 letter, you are authorized to proceed with the work as shown above.

DATE 6/1/76

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631 555

4006

2.

~~PPM 8-2~~

May 17, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-473(8)
Hood River County

We are submitting program data for one project, Item No. 108, Project No. RS-473(8), "Hood River Bridge (Hood River) Section", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain an approved Final Negative Declaration at an estimated total cost of $33,500 with obligation of $26,150 in Federal funds.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

DHH:rm

Attachments

cc: Ed Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 17, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR35, Hood River Br. (Hood River) 21 65	**ADT**	PRESENT 3300 (66)	FUTURE 6300 (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 473 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Hood River		
	NAME OF URBAN AREA -- 17-31	ROUTE NO. S	FEDERAL-AID 115 (32)	STATE 26 (36)	U.S. -- (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Hood River Bridge (Hood River) Section"	0.3	38,500	30,100	8,400	
5					**ROW**							
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.3	38,500	30,100	8,400	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 17, 1976

JECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
35, Hood River Br. (Hood River) 68		3300	6300 (66) (70)	96 (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	108 (14) (18)

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	Q. NO.	I. Projects Only POST MI.	DESIG.
ineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	473 7	(8) 13	(24) (26)	27

Rural Secondary

--

COUNTY NAME Hood River CODE 027 (14) (16)

ROUTE NO. S FEDERAL-AID 115 (32) STATE 26 (36) (37) U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (75)			
E			0.3	38,500	30,100	8,400		Preliminary engineering all phases incl. P.E. by Utility Forces.
OW								
ONST CODE)		"Hood River Bridge (Hood River) Section"						ROW-60' min.; Access Control-partial; Parking Restriction-partial.
DRH		PROJECT TOTALS	0.3	38,500 (16) (23)	30,100 (24) (33)	8,400		

PROVAL DATES

REMARKS

-OVER-

HOOD RIVER BRIDGE (HOOD RIVER) SECTION
PROJECT NO. RS-473(8)

Existing Facility:

Roadway - - 36-foot bituminous surfaced roadway adjacent to structure.

Structure - 119-foot of RC Slab spans, 285-ft. RCDK Arch Spans, HC 19-ft., Loading H-15.

Adjacent Facilities: 36-ft. bituminous surfaced roadway.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces as required, for proposed future construction on revised alignment of a reinforced concrete bridge and roadway approaches.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Data: Mt. Hood Railroad Crossing No. 24A-003.60-B is a grade separation crossing with the Mt. Hood Highway at Hood River.

FHPM 7-7-2 Requirements: Major (Non-significant) action requiring a negative declaration concurred in by FHWA on March 2, 1976.

IM 50-1-70 Requirements:

State Clearinghouse - - - A-95 review letter of approval dated March 2, 1976.

District 9 Clearinghouse - - - Notice of Intent was submitted to District 9 Clearinghouse on January 30, 1976 and has laid before the Clearinghouse more than 30 days without action; therefore, it is assummed that no adverse comments or review will be recieved for this project.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal Statutes and Regulations.

Data for PR 37:

Preliminary Engineering	Field Work	$33,500
	P.S. & E. Preparation	5,000
	Total	$38,500

Note: This project is in Congressional District No. 2.

9228 Form FHWA 121 (Rev. 5-73)

L.

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 2, 1976

In reply refer to: 1041DB.4

SUBJECT: Oregon Project RS-473(-)
Front St-Panorama Pt. Rd
(Hood River Bridge)
Mt. Hood Highway
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's February 11 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, Fenton)

RECEIVED
STATE HWY ENGR
MAR 5 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					[illegible]	

[illegible]

lwr

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

Hood River (Hood River Bridge) Section
Hood River Oregon Route 35
Hood River County

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Hood River Bridge

DATE: March 2, 1976

The state has reviewed your project and reached the following conclusions:

arch 8, 1976
. L. Green, FHWA
~~. B.~~ Klaboe
. D. Wolfe
. B. Boyd
. H. Versteeg
. E. Royer
alter Hart
. N. Hopkins Co-City
. L. Gifford
. E. Swan
. L. Hardt (2b)
eronautics Division
. D. McClure (2b)

☒ XX No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
ATE HWY ENGR
MAR 9 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7602 2 050

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

NOTED
MARIE STEPHENS

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

FEB 2[illegible] 1976

PNRS STATE REVIEW

Project #: 7602 2 050 Due Date: FEB 27 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED STATE HWY ENGR
MAR 976
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

We request that the district biologist (Al Lichens, 296-4628, The Dalles) be contacted during the location and design stages if the preliminary engineering survey identifies a project.

NOTED
MARIE STEPHENS

Agency Fish & Wildlife By William E. Pitney

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7602 2 050 Due Date: FEB 27 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.
(xx) We have no comment.
( ) Effects, although measurable, would be acceptable.
( ) It has adverse effects.
( ) We are interested but require more information to evaluate the proposal.
( ) Please coordinate the implementation of the proposal with us.
( ) Additional comments for project improvement. (Attach if necessary)

Info
Inves
R/D
D/R
Sign
Act
File
FOR
REFER TO
MAR 9 1976
STATE HWY ENGR

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands.

NOTED
MARIE STEPHENS

Agency Lands By Jan Haley

9228

[illegible] ENGR
FEB 4 '76
REFER TO

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 30, 1976

TO

Executive Department
Federal Aid Coordination Unit

Mid-Columbia Economic Development District
Wasco County Courthouse, Annex B
The Dalles, Oregon 97058

FROM

George N. Hopkins
George N. Hopkins
Project Development Engineer

RECEIVED
FEB 6 1976
Office of
Assistant State Highway Engineer

SUBJECT

Notice of Intent for Federal Aid Funds
Hood River (Hood River Bridge) Section
Hood River Oregon Route 35
Hood River County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction os necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be March 1, 1976.

Attachments

BLG:re

cc:
G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
J. H. Versteeg
R. E. Royer
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
E. L. Hardt (2b)
Aeronautics Division
J. D. McClure (2b)

NOTED
MARIE STEPHENS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department Of Transportation	
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Hood River (Hood River) Bridge District 9		
11	12] PROJECT LOCATION—CITY Hood River Oregon Route 35	PROJECT LOCATION—COUNTY Hood River	PROJECT LOCATION [79 SEC: -- T: 3N R: 10E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This proposal is to conduct the necessary preliminary engineering survey to [71

06 12] identify a possible improvement project to be considered for future construction. [71

07 12] The survey begins just South of Panorama Point Rd. (M.P. 102.6) thence to M.P. 101.8 [71

08 12] near the East city limits of Hood River. Total overall length approx. 0.3 miles. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
30,000	--	8,500	--	--	38,500

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL **PROGRAM TITLE** [71
Title 23 USC Highways

15 12] FEDERAL **AGENCY NAME** [45
U.S. Department of Transportation
46] FEDERAL **SUB-AGENCY NAME** [79
Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: January 30, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH [42	43] DAY [44	45] YEAR [46
March	1,	1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V Has funding agency been notified? No ☐ Yes ☒ Date: January 30, 1976

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

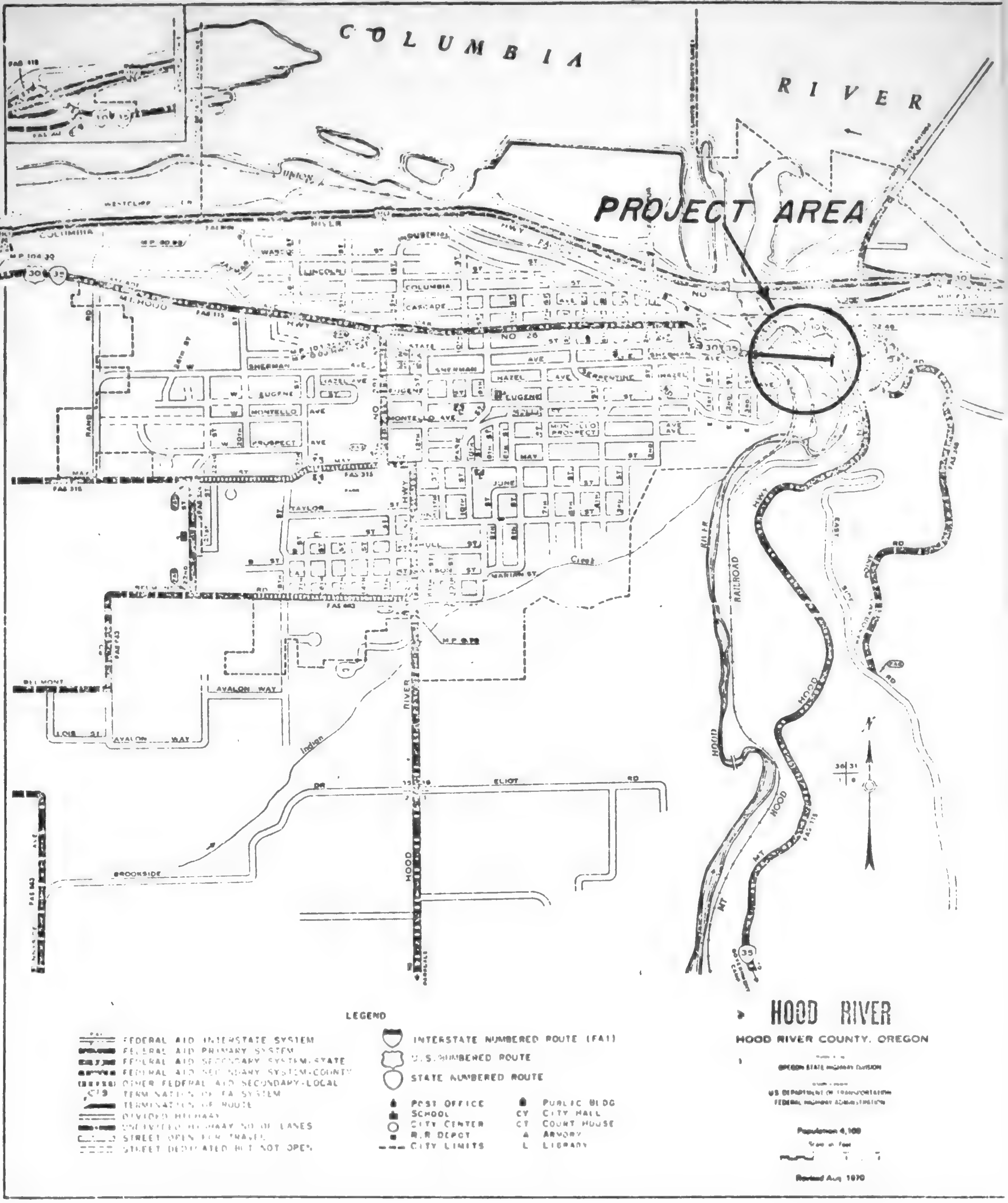
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of Major-non significant environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop toe preliminary engineering phase only through location and/or design.


COLUMBIA
RIVER
PROJECT AREA
COLUMBIA RIVER HWY
MT HOOD
WASCO
LINCOLN
COLUMBIA
CASCADE
STATE
SHERMAN
HAZEL
EUGENE
MONTELLO AVE
PROSPECT
SERPENTINE
MAY
JUNE
TAYLOR
BELMONT
AVALON WAY
LOIS ST
ELIOT RD
BROOKSIDE
Indian Creek
HOOD RIVER
RAILROAD
MT HOOD HWY
EAST SIDE RD
FAS 315
FAS 643
30
35
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
ARMORY
L LIBRARY
HOOD RIVER
HOOD RIVER COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,100
Scale in Feet
Revised Aug 1970

9228

2.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Attention Mr. H. A. Schell, Jr.

Dear Mr. Green:

Special Bridge Replacement Program

The following is a summary status report of the top 20 bridges on the State's Special Bridge Replacement List. Six structures have been added to this list of 20. These are the structures for which revised ratings have been submitted and which are anticipated to have low sufficiency ratings.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
1	9069	Second St., LaGrande	22.0	

City of LaGrande project. Preliminary design completed by Oregon Bridge Engineering Co. No work on final design pending decision on financing by the City and approval of participation by the Union Pacific Railroad. The existing Second St. overcrossing cannot be closed until the now-under-construction LaGrande Undercrossing is completed.

2	18T01	Cosine Cr. in McMinnville	23.7	$ 360,000

This crossing on Davis St. is under study by the City. Proposed replacement is with a culvert and embankment. Funding was to be the subject of a special city bond issue.

RECEIVED
APR [illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

<table>
<tr><th>Item No.</th><th>Bridge No.</th><th>Bridge Name</th><th>Sufficiency Rating</th><th>Estimate</th></tr>
<tr><td>3.</td><td>32C11</td><td>Bear Cr., Wallowa County</td><td>36.3</td><td>$ 150,000</td></tr>
<tr><td colspan="5"><i>Presently programed for replacement as an FASC project. Scheduled for contracting 6-19-75.</i></td></tr>
<tr><td>4.</td><td>12935</td><td>Thomas Creek Br., Linn Co.</td><td>42.1</td><td>200,000</td></tr>
<tr><td colspan="5"><i>No survey for replacement to date.</i></td></tr>
<tr><td>5.</td><td>6070</td><td>Oswego Lake Outlet,
City of Lake Oswego</td><td>43.1</td><td>350,000</td></tr>
<tr><td colspan="5"><i>Preliminary plans have been approved by the City. The State is preparing final plans for the City. The City anticipates having their share of financing available after July 1, 1975 for replacement under the SBR fund if such funds become available.</i></td></tr>
<tr><td>6.</td><td>574</td><td>Nehalem River Bridge
Highway 9</td><td>44.0</td><td>1,600,000</td></tr>
<tr><td colspan="5"><i>No survey for replacement to date.</i></td></tr>
<tr><td>7.</td><td>583</td><td>Willamette River Bridge
at Harrisburg</td><td>48.1</td><td>1,438,532</td></tr>
<tr><td colspan="5"><i>Unobligated 1975 and 1976 SBR funds have been applied to reconstruction of approaches now under contract.</i></td></tr>
<tr><td>8.</td><td>1000</td><td>Snake River Bridge
Idaho Ave. in Ontario</td><td>48.3</td><td>2,000,000</td></tr>
<tr><td colspan="5"><i>Design is 15% complete. No active design at this time. Scheduling is dependent upon release of additional SBR funds and Idaho's ability to finance their share.</i></td></tr>
<tr><td>9.</td><td>13089</td><td>Beaverton Creek</td><td>49.2</td><td>105,000</td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
</table>

<table>
<tr><th>Item No.</th><th>Bridge No.</th><th>Bridge Name</th><th>Sufficiency Rating</th><th>Estimate</th></tr>
<tr><td>10.</td><td>1C117</td><td>Powder River Bridge</td><td>51.2</td><td>$ 100,000</td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td>11.</td><td>662</td><td>Rock Creek Bridge</td><td>51.9</td><td>360,000</td></tr>
<tr><td colspan="5"><i>Replacement proposed—a super span arch. Scheduled for third quater 1975.</i></td></tr>
<tr><td>12.</td><td>7C11</td><td>Crooked River Bridge at Lone Pine</td><td>52.4</td><td>280,000</td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td>13.</td><td>200</td><td>Hood River Bridge at Hood River</td><td>52.7</td><td>605,000</td></tr>
<tr><td colspan="5"><i>Old survey would require re-evaluation. No active work at this time.</i></td></tr>
<tr><td>14.</td><td>7C12</td><td>Crooked River-Elliott Rd.Br.</td><td>53.1</td><td>165,000</td></tr>
<tr><td colspan="5"><i>No survey.</i></td></tr>
<tr><td>15.</td><td>598</td><td>Coquille River at Coquille</td><td>53.7</td><td>1,625,000</td></tr>
<tr><td colspan="5"><i>Major relocation. No work at this time.</i></td></tr>
<tr><td>16.</td><td>2058</td><td>Santiam River at Mill City</td><td>53.9</td><td></td></tr>
<tr><td colspan="5"><i>Sufficiency rating being reviewed. Existing bridge may not warrant present rating. No replacement being planned.</i></td></tr>
<tr><td>17.</td><td>2728</td><td>Willamette River-Van Buren St. Corvallis</td><td>54.6</td><td>3,100,000</td></tr>
<tr><td colspan="5"><i>Survey completed. Preliminary structural design complete. Public hearing and EIS required. No active design work at this time.</i></td></tr>
</table>

<table>
<tr><th>Item No.</th><th>Bridge No.</th><th>Bridge Name</th><th>Sufficiency Rating</th><th>Estimate</th></tr>
<tr><td>18.</td><td>1731</td><td>Malheur River Bridge</td><td>56.8</td><td>$ 700,000</td></tr>
<tr><td colspan="5"><i>Plans are 90% complete. Scheduled for third quarter 1975.</i></td></tr>
<tr><td>19.</td><td>1803B</td><td>Millican Creek Bridge</td><td>57.0</td><td>265,000</td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td>20.</td><td>1251</td><td>Ritner Creek Bridge</td><td>57.4</td><td>520,000</td></tr>
<tr><td colspan="5"><i>Plans 90% complete. Scheduled for 6-19-75.</i></td></tr>
<tr><td></td><td></td><td>Yachats River Bridge</td><td></td><td>600,000</td></tr>
<tr><td colspan="5"><i>Plans 80% complete. Scheduling contingent upon availability of SBR funds.</i></td></tr>
<tr><td></td><td></td><td>Chehalem Creek Bridge</td><td></td><td>2,650,000</td></tr>
<tr><td colspan="5"><i>Plans 70% complete. Scheduled for 6-19-75.</i></td></tr>
<tr><td></td><td></td><td>Polaski Creek Bridge</td><td></td><td></td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td></td><td></td><td>Williamson River Bridge</td><td></td><td></td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td></td><td>4821A</td><td>Grande Ronde River Bridge at Island City</td><td></td><td>700,000</td></tr>
<tr><td colspan="5"><i>Plans are complete. Scheduling contingent upon availability of SBR funds.</i></td></tr>
</table>

If there is unrestricted release of Special Bridge Replacement funds, the State would be able to contract between June and September of 1975 the bridges listed under Items 3, 5, 11, 18 and 20, plus the Yachats River Bridge, the Chehalem Creek Bridge, and the Grande Ronde-Island City Bridge.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
John H. Wood

1980 N. K. Falls Intchg.- 9229
Jct. Green Springs Hwy. Sec. of
The Dalles-Cal. Hwy. (Paving.)

r11 9227

OSHD (Coulter)

STATE COPY

FINAL ACCEPTANCE REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO. 10	REPORT NO. 5	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT August 16, 1983	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. FR-4-1(11) 9/2
COMPLETION DATE November 10, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY November 23, 1982	TIME ELAPSED 100.8 %	CONTRACT TIME 250 cwd
APPROVED EXTENSIONS NONE	LOCATION Between the North Klamath Falls Interchange and Green Springs Highway Interchange on The Dalles - California Highway, Klamath County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N KLAMATH FALLS INTERCHANGE-JCT. GREEN SPRINGS HWY (KLAMATH FALLS) SECTION
THE DALLES - CALIFORNIA HIGHWAY
Paving

This project provided for the resurfacing of approximately 5.46 miles of the existing highway. Also included was related safety work.

The final amount of the original contract items was $2,382,261.73 or a 16.2 percent underrun of the contract bid amount of $2,841,964.50. The final amount of the contract including all changes and engineering was $2,912,913.74. The principal project underrun was in the asphalt concrete leveling material. Less leveling was required than had been included in the contract bid amount.

The contractor overran the project time by two days and was therefore charged with two days of liquidated damages.

All participating work has been completed. All signing and striping is complete.

A final inspection of the completed work was made on March 16, 1982.

Price Agreement No. 10 settles a contractor's claim for additional costs involved with removal of existing pavement in certain areas to be cement treated. The depth of pavement to be encountered in these areas varied significantly from that shown in the plans. This settlement has been approved and is eligible for federal-aid participation.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 8-29-83	TITLE Field Operations Engineer	DATE 8-30-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9229

B

December 3, 1982

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
#9229

Gentlemen or Ladies:

On November 24, 1982, we wrote to you concerning release of final payment on Contract No. 9229 awarded to Stukel Rock & Paving, Inc. for work on the N. Klamath Falls Interchange-Jct. Green Springs Highway (Klamath Falls) Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $3,687.78 and the total contract amount is $2,630,926.36 including $150,502.78 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Stukel Rock & Paving, Inc.
P. O. Box 235
Klamath Falls, OR 97601

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
Dale Allen

B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
Hi Lo Roads, Inc. No. 9439	Florence/Eugene Hwy. @ M.P. 10.3 Lane County	November 8, 1982
Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co.; Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9259 4

ROAD DESIGN SECTION 378-6558 DES 16

Dale Allen
Region IV Engineer, BEND

September 10, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

~~N. Klamath Falls-~~
~~Greensprings Highway Section~~
The Dalles-California Highway
Klamath County

Versteeg
Anderson
Adams
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
SEP 10 1982
ROAD DESIGN SECTION

Do not
Return
Bring
Action

We are forwarding herewith a reproducible map (7B-31-8) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

9229

21

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

DATE: February ~~2~~ 3, 1982

TO: Hal Versteeg
Road Design Engineer

FROM: Robert C. Pool
Region Construction Engineer

Robert Pool

SUBJECT: N. Klamath Falls Intchge.-Green Springs Highway
Contract No. 9229
Klamath County

We noted corrosion on guardrail bolts on this project after they had been in place only a short time. The galvanizing was completely gone at some places on the bolts. We sent bolts to the lab and their analysis is attached.

It appears we should stop using the ACA treatment on posts. If this is not possible, there is no need to waste money on galvanizing bolts, or perhaps there is another way to protect the bolts from corrosion.

1 Versteeg ✓
Anderson
Adams
Olson
2 Sullivan WS
Terpin
Trout
Wakerlig

RECEIVED
FEB 03 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

RCP:pw

Enclosure

cc: W. Cobine

2/3/82 We've discussed this w/ John Jenkins. He is doing more research on other installations & will be making a recommendation when tests have been made. Probably will end up deleting ACA as an allowable preservative treatment.

Jack

Copy to [illegible] with Jack's note [illegible] Br. Pool 2-3-82 RCV.

Page 1 of 2.

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Guard Rail Bolts

Laboratory No. 16244

Data Sheet No. 22801

Prefix 18-1001

Laboratory charge

Project N. Klamath Falls Intchge-Green Springs Hwy.

Highway The Dalles-California

Contractor Stuckel Rock & Paving Inc. No. 9229

Date received 11-9-81

Submitted by W. Cobine

Date reported 1-28-82

Source of Material [illegible] Co.

FA Proj. F[illegible]-4-1(11)

Sampled or inspected at Guard Rail Location

To be used Guard Rail

Sampled or inspected by L. [illegible] 11-[illegible]-81

Quantity represented

Guardrail bolts from Ammonical Copper Arsenate (ACA) Treated Posts & Blocks.

INTRODUCTION

Four bolts were submitted to the laboratory for evaluation. They were visually & microscopically examined both before and after mechanically cleaning. A section with little corrosion and a section with heavy corrosion was stripped in a Nitric Acid bath and the copper content of the two stripping baths was determined. A Galvanized Bolt that was in good condition was placed in a sponge that was impregnated with ACA and then subjected to daily wet-dry cycles for one month.

ANALYSIS OF SUBMITTED BOLTS

Visual and microscopic examinations indicated that small areas of galvanizing were completely gone and nearly all the surfaces were covered with varying amounts of corrosion products. In one instance there was a green deposit which could have been a copper salt. Examination of the bare steel areas did not reveal any copper deposits, but this does not preclude deposits being present earlier since most bare steel areas were contaminated with rust. Pitting was noted on one of the bolts. Coating thickness measurements could not be made since complete removal of the corrosion product was not possible. Specimens of the bolts representing varying degrees of corrosion were stripped in nitric acid baths. The bath analysis for copper indicated that the level of copper in the bath used for the heavily corroded specimen was twice that of the other bath. This indicates the copper is probably playing a role in the corrosion mechanism. This is consistent with the chemistry of the ACA preservative since copper in the solution is more noble than either zinc or iron and would tend to replace the zinc on the surface of the bolt during the corrosion process.

REPORT TO:

☐ F.H.W.A.
x ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
x ☐ Resident Engineer Cobine
☐ District Engineer
☐ Materials, Portland
x ☐ Files
~~x Taylor~~
x Jenkins

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications

John C. Jenkins

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Guardrail Bolts

Laboratory No. 81-16244
Data Sheet No. 22801
Prefix 18-1001
Laboratory charge

Project N. Klamath Falls Intchge-Green Springs Hwy.
Highway
Contractor No. 9229
Date received
Submitted by
Date reported
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

LABORATORY SAMPLES

The bolt that was subjected to the wet-dry cycle for 30 days showed much more deterioration of the galvanizing than did the submitted samples. The corrosion products were visually similar . The most obvious difference was that there were significant amounts of copper plated onto the bare steel areas. Plating occurs when the copper salt is reduced to copper metal while a metal less noble than copper is oxidized to a soluble salt.

CONCLUSION

The ACA is evidently responsible for the attack on the galvanizing and the base metal. The mechanical integrity of the bolts, at this time, has not been effected for the intended purpose. If continued use of ACA is intended, long term effects of ACA on galvanized fasteners should be investigated.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

9229 L.

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Klamath Falls Interchge-Jct. Green Springs Highway
WEEK ENDING: January 15, 1982
SECTION PREFIX: 18-1001
HIGHWAY: The Dalles - California
COUNTY: Klamath
NAME OF JOB: N. Klamath Falls - Green Springs Hwy.
KIND OF WORK: Paving
CONTRACTOR: Stukel Rock & Paving
CONTRACT NUMBER: 9229
FEDERAL AID PROJECT NUMBER: FR-4-1(11)
DATE OF CONTRACT: November 25, 1980
DATE WORK STARTED: January 20, 1981
ESTIMATED COMPLETION DATE:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 250 CWD
CALENDAR DAYS USED: 252 CWD
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 101%
PROJECT AUTHORIZATION: $ 3,413,414.81
EXCLUSIVE OF ENGINEERING: $ 3,170,683.00
ENGINEERING AUTHORIZATION: $ 242,731.22
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,797,277.74
ENGINEERING COST TO DATE: $ 187,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84%
ESTIMATED PERCENT: UNDERRUN 13 %
PERCENT OF AUTHORIZATION: 77 %
DATE PROJECT WAS COMPLETED: November 10, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guard Rail	Sign Bridge
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		5.46 miles			5.46 miles
MILES PARTIALLY COMPLETED					
MILES COMPLETED		5.46 miles			5.46 miles
TOTAL ESTIMATED QUANTITIES (CONTRACT)		15,000 tons			70,000 tons
TOTAL QUANTITIES CORRECTED TO DATE		9,522 tons			63,096 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES) DECK JOINTS

BRIDGE NO.	#8344	#8345	#8346	#8352	#8510	#9693	#9694	
PERCENT	100%	100%	100%	100%	100%	100%	100%	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CSE K
RECEIVED
JAN 18 1982
CONSTRUCTION BRANCH
CCE
SCS
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	
MONDAY 11	
TUESDAY 12	
WEDNESDAY 13	
THURSDAY 14	
FRIDAY 15	
SATURDAY 9	

REMARKS

Project Semi-final was submitted on January 14, 1982, and the Third Notification was made for January 11, 1982.

FINAL WEEKLY REPORT

SIGNED John D. Martin
Office Manager

LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9229

L.

U. S. DEPARTMENT OF TRANSPOR[illegible]TION
FEDERAL HIGHWAY ADMINIS[illegible]TION

11-30-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
FR-4-1(11)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80264

2A. COUNTY NAME
Klamath

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10/15/81

8. FEDERAL ROUTE NUMBER
Primary 4

9. STATE ROUTE NUMBER
Primary 4

10. GENERAL LOCATION:

Noth Klamath Falls Interchange - Junction of Green Springs Highway

11. GENERAL DESCRIPTION OF WORK

Furnish a sign bridge

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~A CONTRACT OR A~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10/15/81 as requested in Mr. Keasey's letter of 11/10/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,360 Federal Funds $1,199.

RECEIVED
STATE HWY ENGR
DEC 3 '81
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE
11/30/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9229

4

DES 16

ROAD DESIGN SECTION

James W. Dixon
Property Supervisor

October 19, 1981

Donald L. Trout
Final Project Development Coordinator

File No. S-627 (1R-1-1683)
Wocus Road Connection Section
The Dalles-California Highway #4
Klamath County

Here is correspondence on the subject file. The property is located on either side of the Wocus Road connection in north Klamath Falls.

Sale is recommended with no access to the highway. A junkyard clause should be included.

This was approved by Mr. E. S. Hunter on October 15, 1981.

DLT:rw

Attachments

9227

10-8-81

L

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-4-1(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80264

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/8/81

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

North Klamath Falls Interchange - Junction of Green Springs Highway

11. GENERAL DESCRIPTION OF WORK

Repair cracked, spalled and delaminated concrete areas located on underside of bridge decks.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/8/81 as requested in Mr. Keasey's letter of 9/24/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $5,000 Federal Funds $4,407.

RECEIVED
STATE
OCT 15 '81
REFER TO Moellmg
FOR

[illegible] 10/6

14. DATE 10/8/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#9229

STATE OF OREGON

INTEROFFICE MEMO
File CON 5
9229

TO: Memo to the files

DATE: September 16, 1981

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Vehicle Accident
N. Klamath Falls - Green Springs Hwy.

NOTED
H.S. COULTER

On September 2, 1982 a truck-trailer rig over-turned on the "A" line ramp (northbound on ramp) Green Springs Interchange.

At the time of the accident there was no active work area at this location and therefore no observance by State personnel.

Attached as record of this accident is a plan drawing, X-section, Police Report, and Pictures.

1 ASHE K
CAE
2 FCE
QCE
SCS
EEO

RECEIVED
SEP 17 1981
CONSTRUCTION
BRANCH

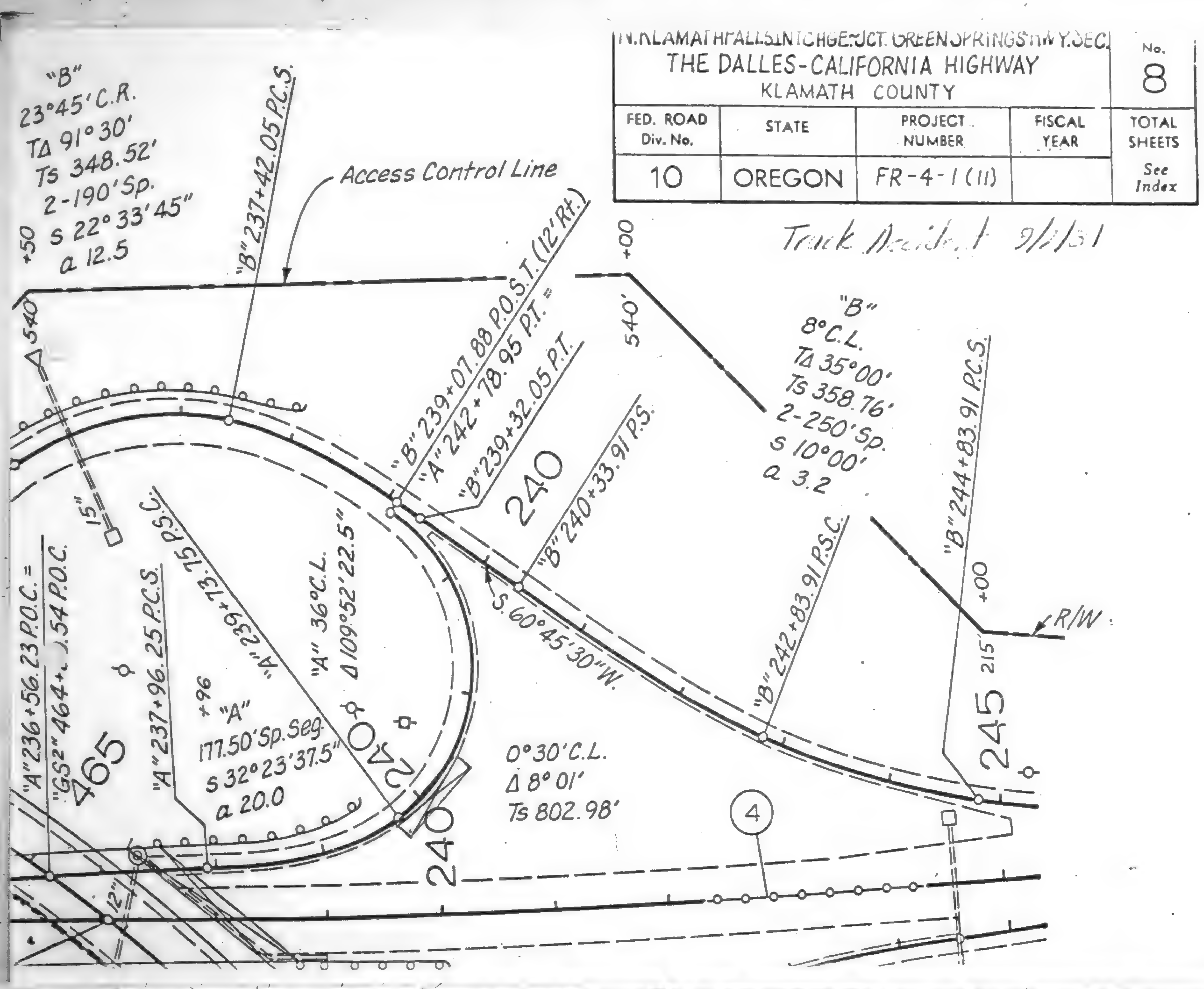
OAL
CA
LE
TC
FE
CP

WFC/jdm
enc.
cc: Construction
Region

9-21-81
copies to: Jack Sollis
H.S. Coulter

RECEIVED
STATE HWY ENGR
SEP 21 '81
REFER TO
Keasey
FOR
Info Inves R.I.D. O.K. Sign Act File

Contains
Recycled
Materials


"B"
23°45'C.R.
TΔ 91°30'
Ts 348.52'
2-190'Sp.
s 22°33'45"
a 12.5
+50
"B"237+42.05 P.C.S.
Access Control Line
540
15"
"B"239+07.88 P.O.S.T.(12'Rt.)
"A"242+78.95 P.T. =
"B"239+32.05 P.T.
240
"B"240+33.91 P.S.
+00
540'
"B"
8°C.L.
TΔ 35°00'
Ts 358.76'
2-250'Sp.
s 10°00'
a 3.2
"B"242+83.91 P.S.C.
"B"244+83.91 P.C.S.
+00
R/W
215'
245
S.60°45'30"W.
"A"236+56.23 P.O.C. =
"GS2"464+.).54 P.O.C.
465
"A"237+96.25 P.C.S.
+96
"A"
177.50'Sp.Seg.
s 32°23'37.5"
a 20.0
"A"239+73.75 P.S.C.
"A" 36°C.L.
Δ 109°52'22.5"
240
240
0°30'C.L.
Δ 8°01'
Ts 802.98'
④
12"

N.KLAMATH FALLS INTCHGE.-JCT. GREEN SPRINGS HWY. SEC.
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	No. 8 TOTAL SHEETS
10	OREGON	FR-4-1 (11)		See Index

Track [illegible] 9/1/51

TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON

☐ FATAL ☒ INJURY ☐ PROP. DAMAGE Dept. State Police City ______ County Klamath Page 1 of 1 Pages

Case No.

Classification:

1. ACCIDENT INVOLVED:
☐ One Other MV
☐ Three or More MV's
☐ Pedestrian
☐ Motorcycle/Moped
☐ Bicycle/Tricycle
☐ Fixed Object
☒ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ Vehicle ☐ Crime ☐ Property ☐ Booking ☐ LEDS ☐ NCIC ☐

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Distribution: Hwy Dept.

Do Not Write In This Space

2. Date Occurred 09-02-81
3. Time Occurred 3:40 ☐ AM ☒ PM
4. Reported Date 09-02-81
5. Reported Time 3:42 ☐ AM ☒ PM
6. Location of Occurrence (Route No. or Name) Rt. 97 (U.S. Hwy)
7. At Intersection of (Route No. or Name) Rt. 66 (SR)
8. If not at Intersection ☐ Feet ☐ Miles N ☐ S ☐ E ☐ W ☐
(Intersecting highway or street, landmark or house no.)
9. Mile Post 277.1
10. 2 Miles N ☐ S ☒ E ☐ W ☐ of Nearest City Klamath Falls

INJURY CODE: (Mark the first one that applies)
K — DEAD BEFORE REPORT MADE
A — INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B — NONINCAPACITATED — Lump, Abrasions, Cuts
C — POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D — NO APPARENT INJURY

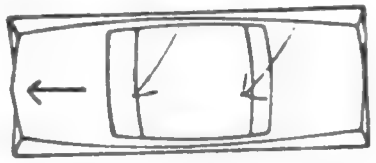
SEAT BELT CODE: None Installed - O; Lap Installed - L, In Use - LL; Shoulder Installed - S, In Use - SS; Airbag Installed - A, In Use - AA

UNIT No. 1 - MOTOR VEHICLE

DR 11. FULL NAME (Last) (First) (Middle): FULTZ, JAMES MARK
Computer #
12. Address: 136 Melody Lane, Alda, Nebraska
13. Sex M 14. Race W 15. D.O.B. 08-02-58 16. Seat Belt L 17. X EJ. 18. Inj. B
19. Operator License No. E0807412
20. Issuing State Neb.
21. Type (Specify) Combination
22. Residence Phone 308/381-0987
23. Business Phone 308/381-1249

Seat	24. Occupant's Name	Computer #	25. Address and Phone	Sex	Race	D.O.B.	Seat Belt	EJ.	Inj.
				26.	27.	28.	29.	30.	31.
	32.		33.	34.	35.	36.	37.	38.	39.
	40.		41.	42.	43.	44.	45.	46.	47.

48. Owner's Name and Address: NIELSON TRANSPORTATION CO.
2202 River View Dr., Grand Island, Nebraska
49. Odometer Reading: 268850
50. License No. 18734 / 143H11
51. License State Neb. / Ohio
52. License Year 1981 / 1981
53. Veh. removed by/to: Ace Towing to their lot
54. Vehicle year 1978 / 1979
55. Make Freightlin / Strick
56. Model Conv. / Flatbed
57. Body Style Tractor / Trailer
58. Color Blue / Red
59. Damage Scale L&T-4



60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☒ No

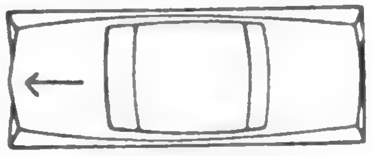
UNIT No. 2 - MOTOR VEH., PED., OTHER

DR 61. FULL NAME (Last) (First) (Middle)
Computer #
62. Address
63. 64. 65. 66. 67. 68.
69. Operator License No.
70. Issuing State
71. Type (Specify)
72. Residence Phone
73. Business Phone

Seat	74. Occupant's Name	Computer #	75. Address and Phone	Sex	Race	D.O.B.	Seat Belt	EJ.	Inj.
				76.	77.	78.	79.	80.	81.
	82.		83.	84.	85.	86.	87.	88.	89.
	90.		91.	92.	93.	94.	95.	96.	97.

RECEIVED
SEP 14 1981
RES. ENGR. OFFICE
RE ☐ ARE ☐ OM ☐

98. Owner's Name and Address
99. Odometer Reading
100. License No.
101. License State
102. License year
103. Veh. removed by/to
104. Vehicle year
105. Make
106. Model
107. Body Style
108. Color
109. Damage Scale



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☐ No

111. Actions Taken (Citations, etc.)
No action taken
112. Primary Cause
113. Secondary Cause

Reporting Officer(s): Fred W. Douthit
Fred W. Douthit, Tpr. 1167-56

Prec./Div. | Relief/Shift | Assn./Dist. | R/C Times | ARR: | CLR: | Approved by

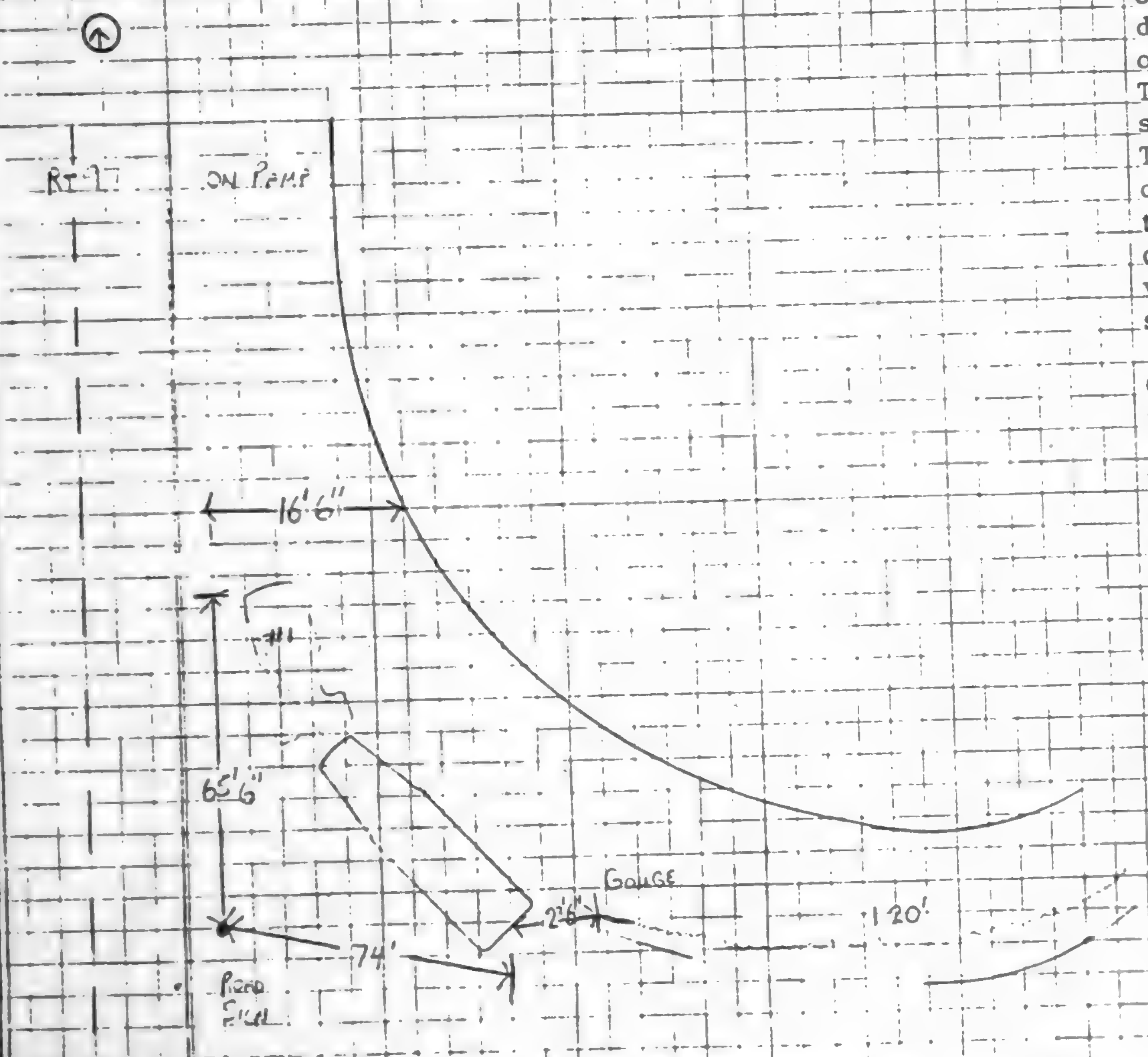
114.Weather(x) one	115. Road Cond.(x) one	116.Light Cond(x)one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY: Peace Ambulance
☒ CLEAR	☒ DRY	☒ DAYLIGHT	Skidmarks to impact (ft.)	N/A		☐ YES ☒ NO	INJURED TAKEN
☐ RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	N/A		Describe:	TO: Merle West Medical Center
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before impact (MPH)	Unk			
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	55			BY: Peace Ambulance
☐ CLOUDY	☐ OTHER	☐ OTHER					
☐ OTHER							

WITNESSES:

NAME CLINTON, RAYMOND RES. ADDRESS & PH. 2636 Old Midland Rd., Klamath Falls, OR 882-8547

NAME MASON, MARY RES. ADDRESS & PH. 2870 Greensprings Dr., Klamath Falls, OR 882-1136

DRAW SKETCH:
INDICATE NORTH (By Arrow)



NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

Rt. 97 at the Route 66 Junction is a U.S. Highway of asphalt construction in good repair with no surface defects or vision obstructions. The accident occurred on the northbound on-ramp from Rt. 66 onto Rt. 97. The surface on the on-ramp is a single lane and m s sharp curve to the right prior to merging onto Rt. 97. The accident occurred as Unit #1 was northbound on the on-ramp. As the vehicle was negotiating the curve, the load of lumber on the vehicle apparently shifted causing the vehicle to roll onto its left side. The vehicle came to rest on its left side along the west shoulder of the on-ramp.

Operator #1 stated in substance that he did not remember anything about the accident.

Witness Clinton stated in substance that Unit #1 was northbound on the on-ramp to Rt. 97. He stated that he did not know the speed of the vehicle but did not think that it was too fast. He stated that the lc appeared to shift and then the vehicle tipped sl y onto its side.

Witness Mason stated in substance that Unit #1 was northbound on the Rt. 97 on-ramp at an estimated speed of 40 MPH. She stated that she saw the vehicle tip slowly onto its left side.

ICC teletype #0006 has been sent advising of the accident.

Unit #1 was insured by Great West Casualty Insurance Company, policy number unknown.

SUPPLEMENTAL, IF REQUESTED:

CROSS SECTION SHEET

OREGON STATE HIGHWAY DIVISION

STATION

℄

Form 734-3032

North Klamath Falls Interchange —

JCT Green Springs Hwy

Y Section @ Line Sta 240+00

Green Springs Interchange

CROSS SECTION SHEET
OREGON STATE HIGHWAY DIVISION

Form 734-3032

STATION A 2AD+00 [illegible] Interchange

2 Line DATE LINE STAKED 9/15/81 PARTY [illegible]
R. Sh[illegible]

4

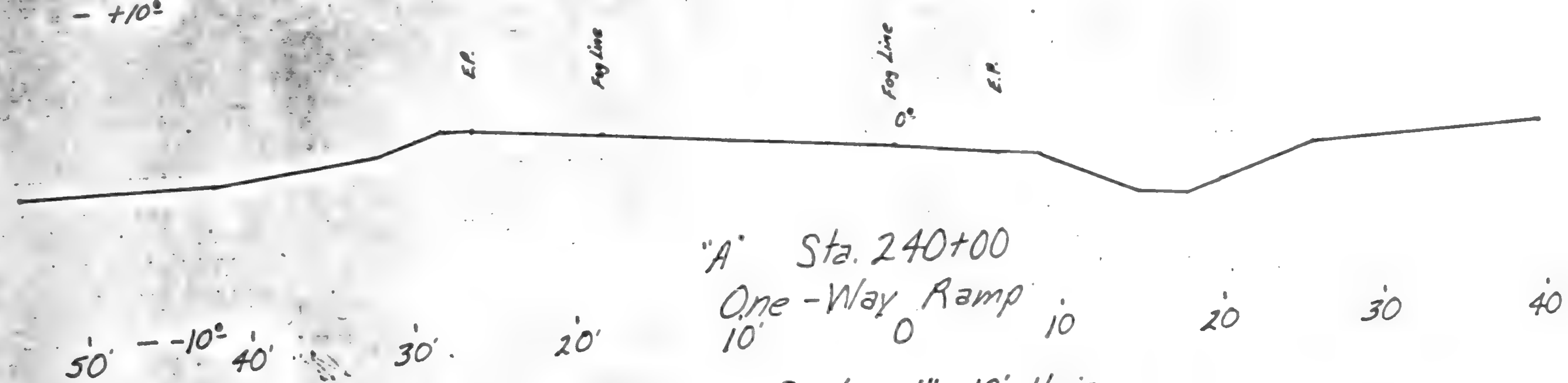
PROJECT N.K.Falls Interchange-Jct
Greensprings Hwy

-1^{5} 51^{0}	0^{5} 22^{6} [illegible]	-1^{5} 32^{0} [illegible]	-2^{3} 28^{0} Road oil	$+2^{0}$ 16^{0} 1^{5}	$+1^{5}$ 15^{3} [illegible]	$+0^{0}$ 10^{0}	0^{0} 0^{5} Fogline

-0^{6} 6^{5} E.O.	-0^{8} 9^{5} [illegible]	-3^{5} 15^{0} [illegible]	-3^{4} 18^{0} [illegible]	-0^{8}	0^{0} 18^{5}

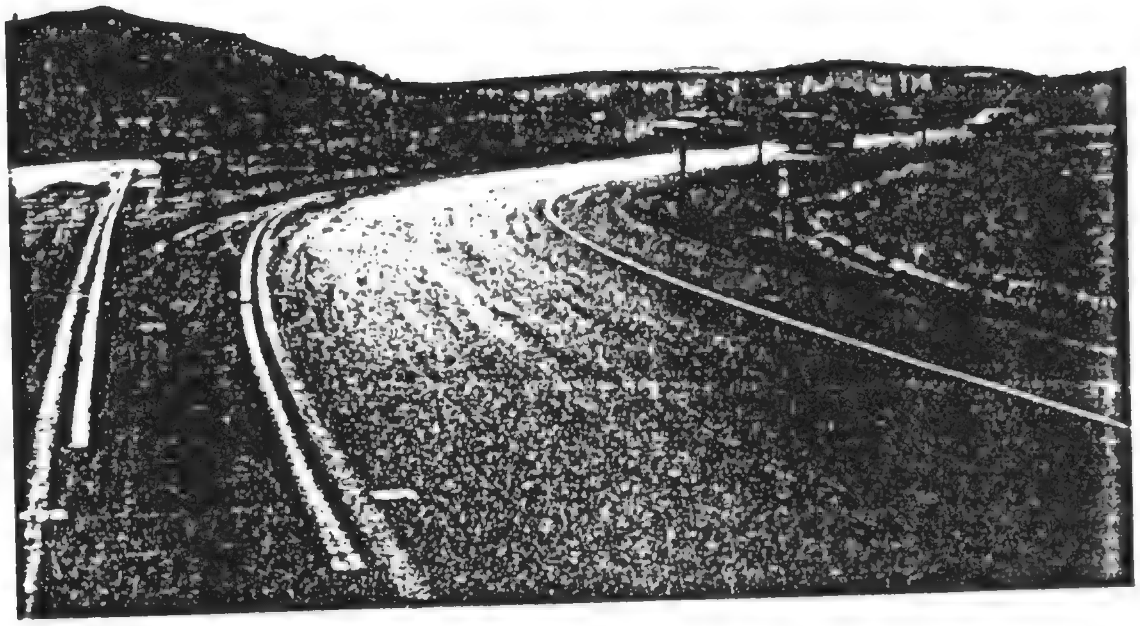
N. Klamath Falls - Green Springs Jct.
The Dalles - California Highway
Klamath County

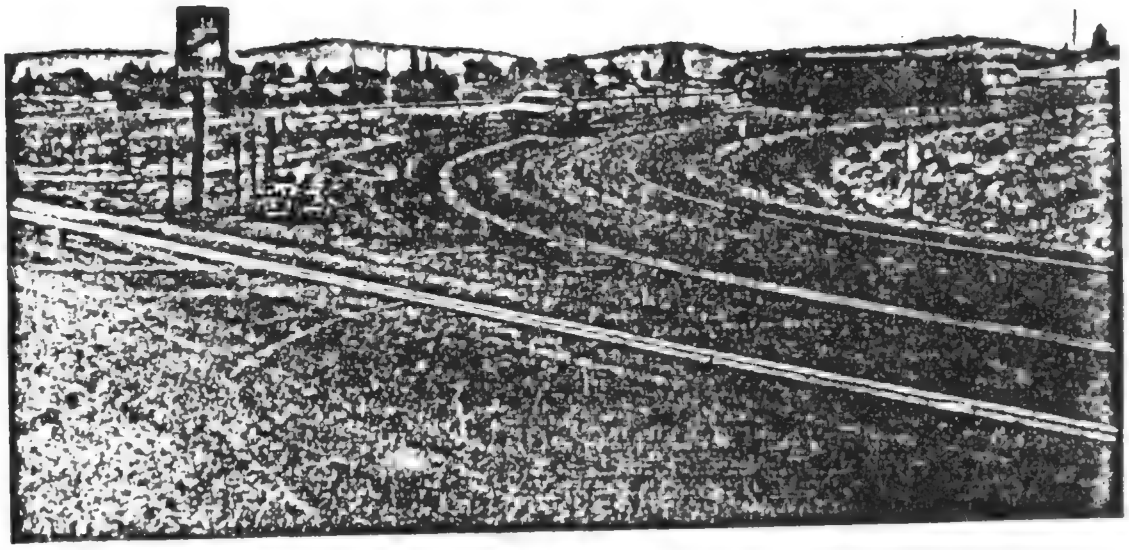
X-SECTION
Accident 9/2/81

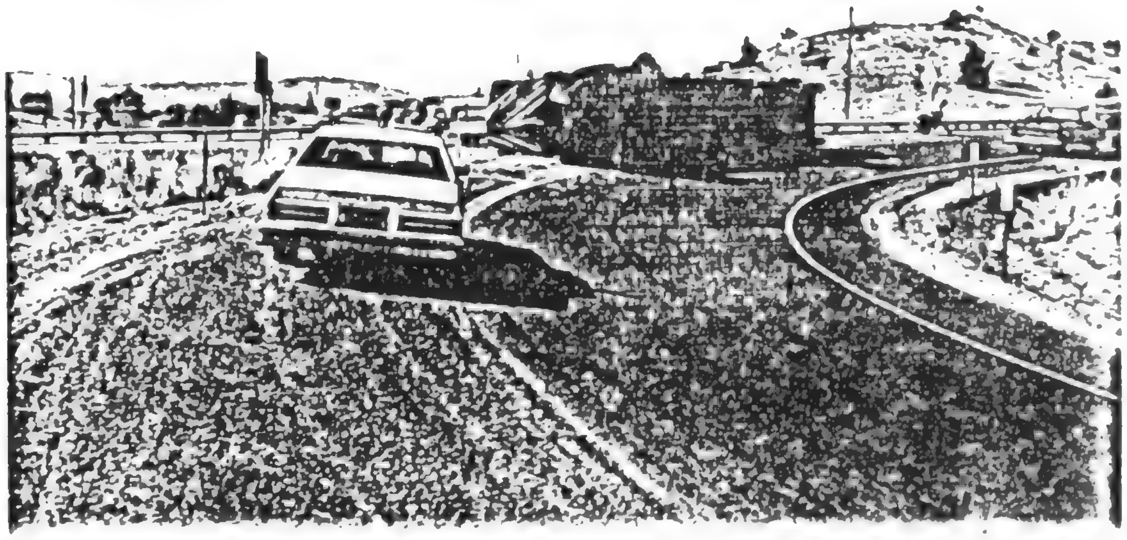

- +10°
E.P.
Fog Line
Fog Line
0°
E.P.
50'
- -10°
40'
30'
20'
10'
0
10
20
30
40

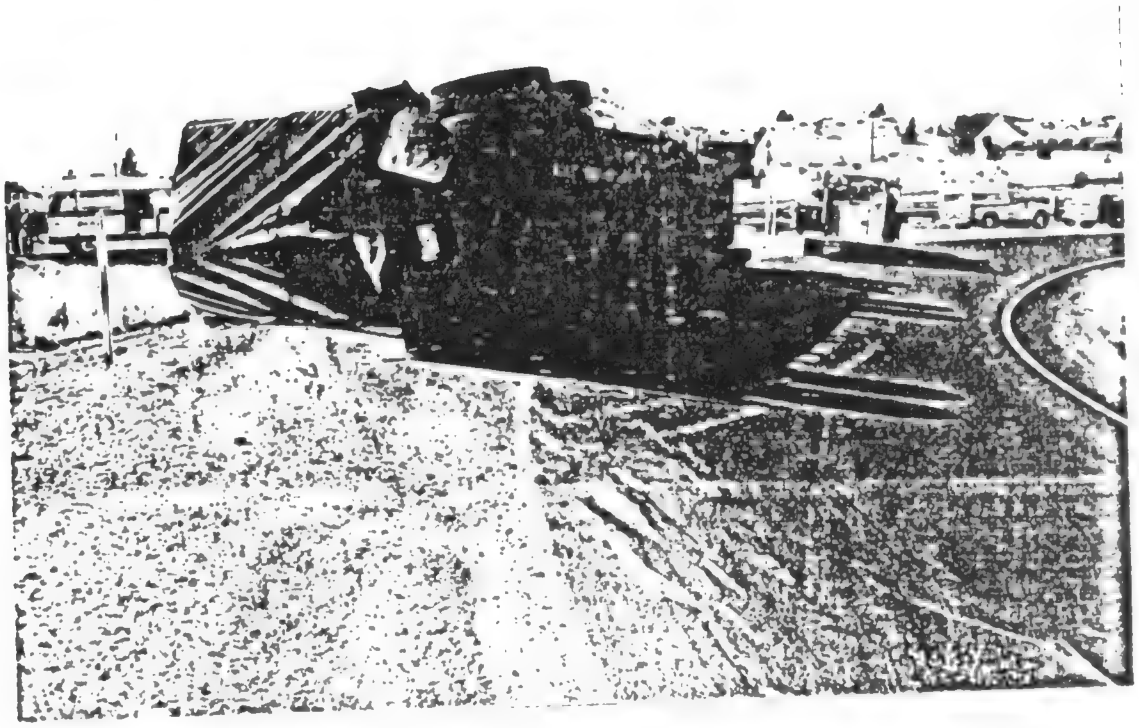
"A" Sta. 240+00
One-Way Ramp

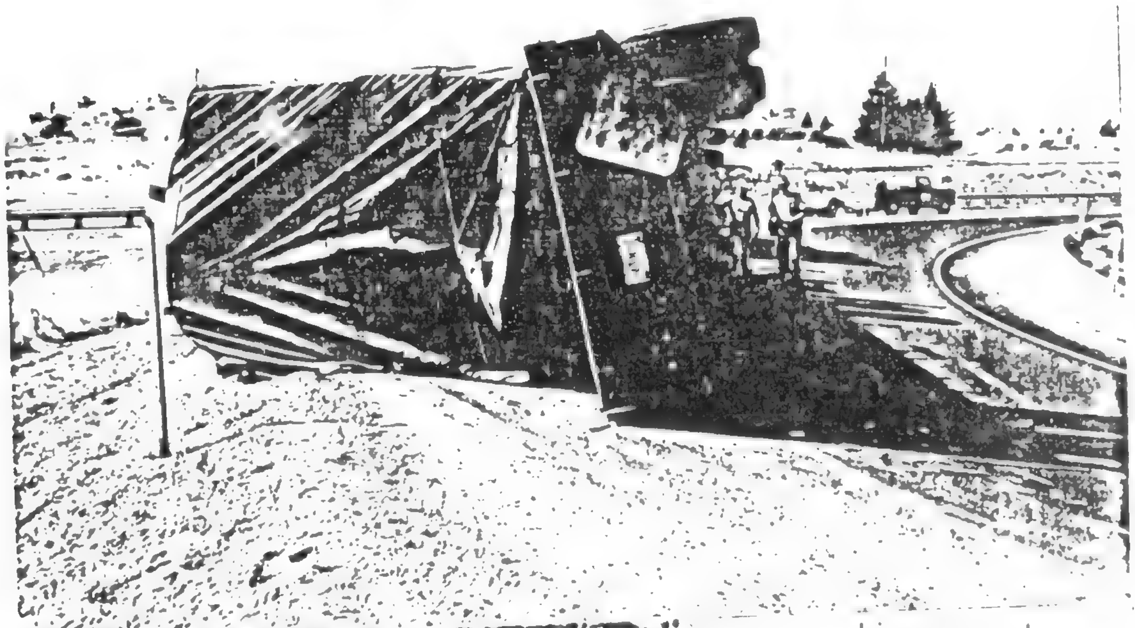
Scale: 1" = 10' Horiz.
1" = 10' Vert.

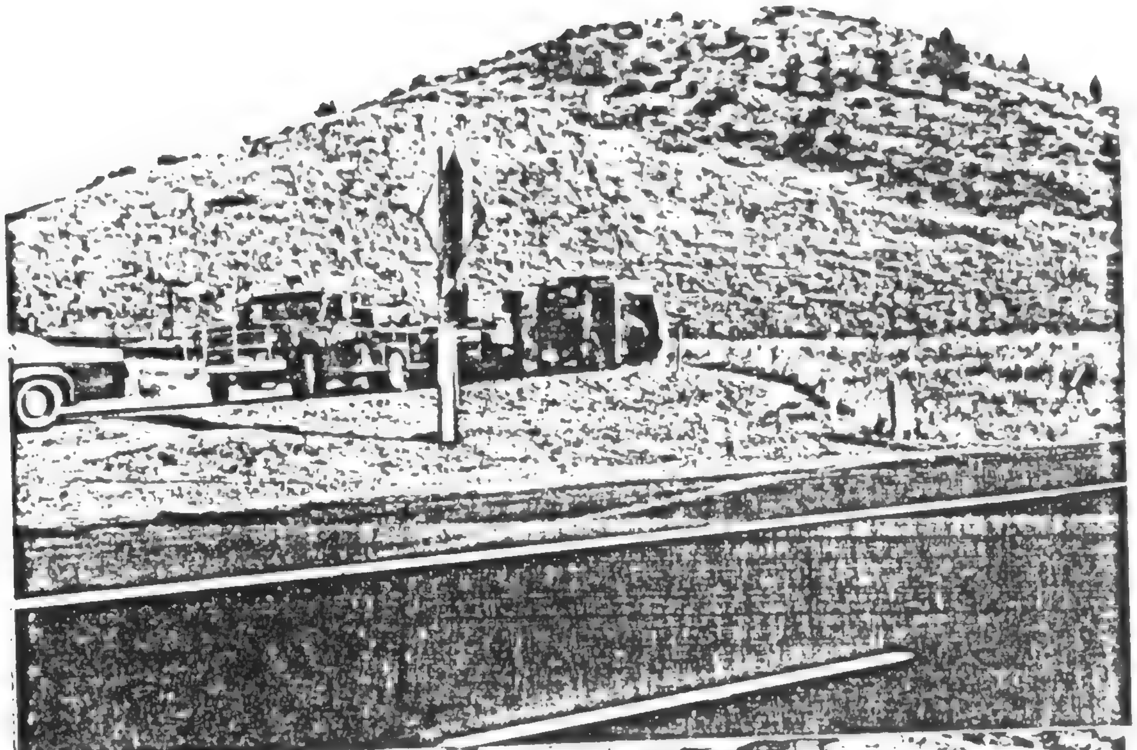


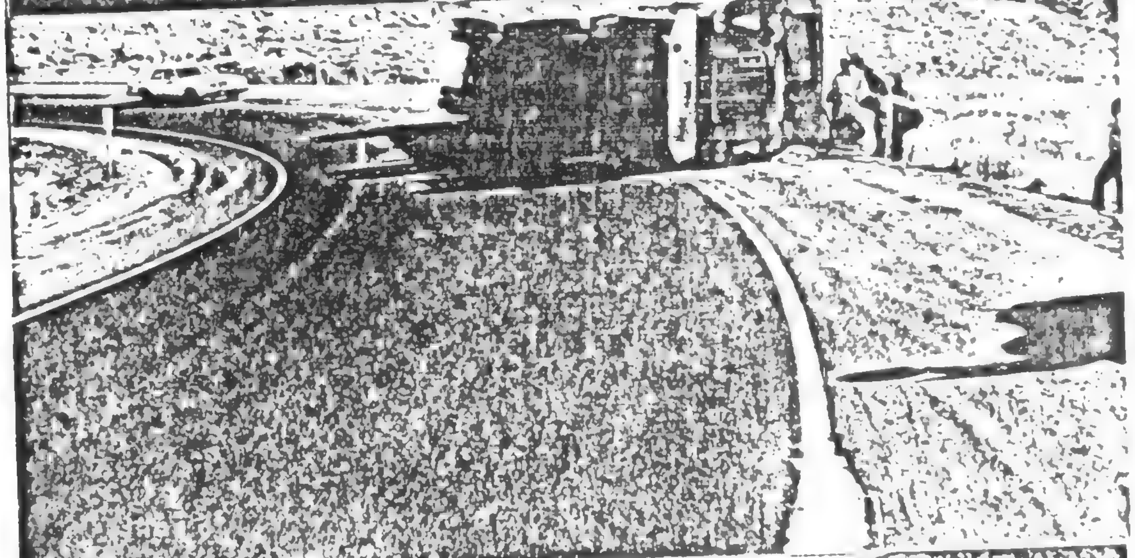


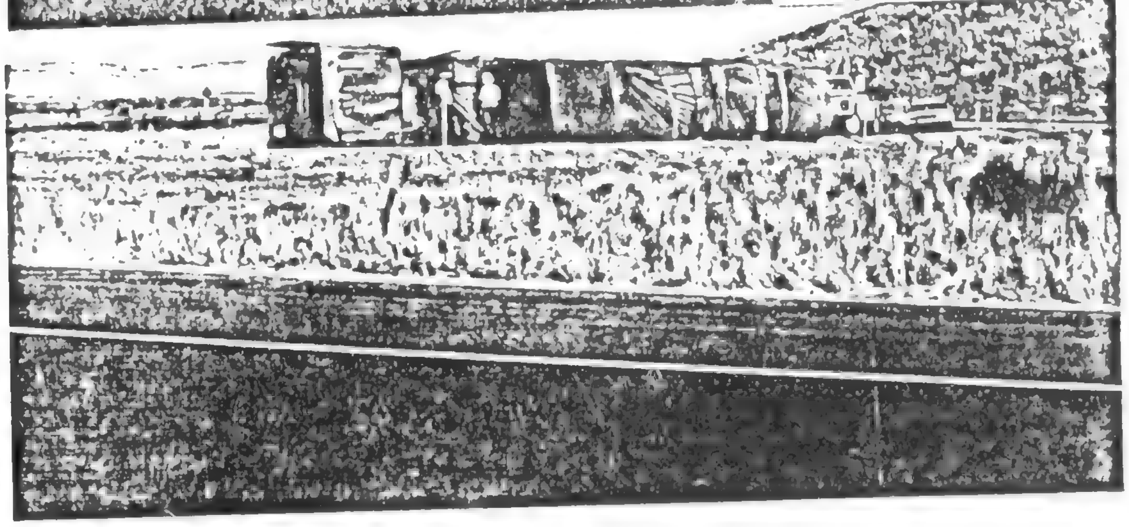


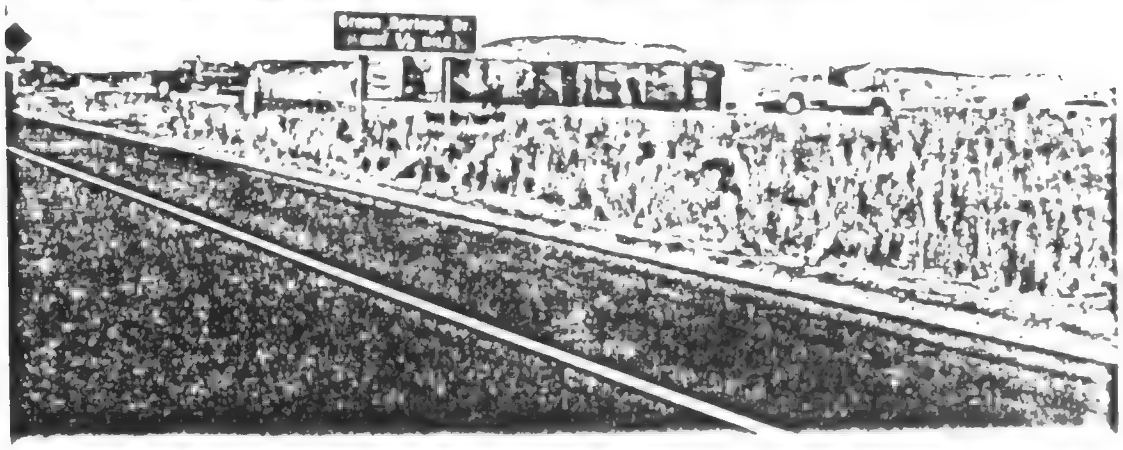


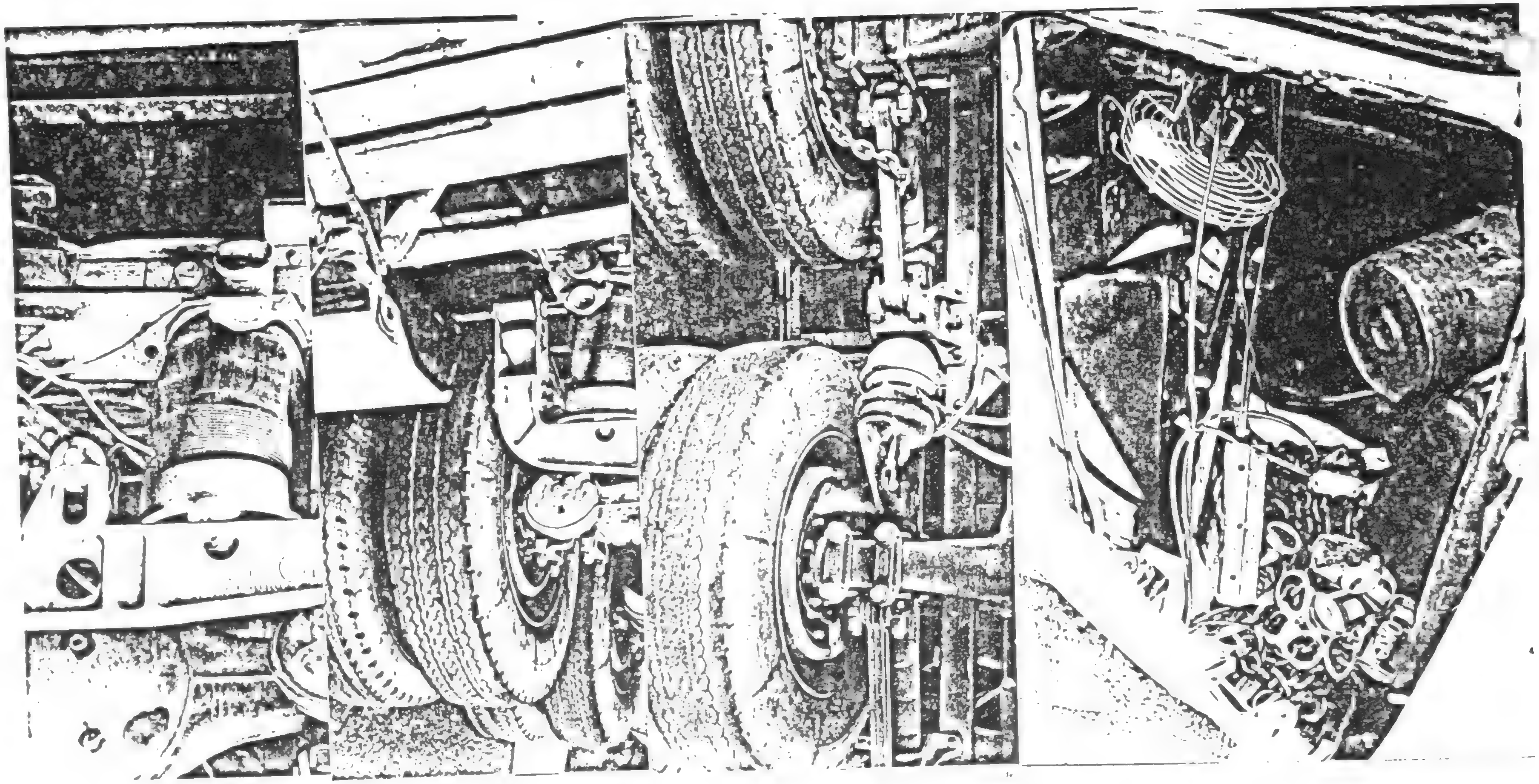









Green Springs Dr.
1/2 mile



4

STATE OF OREGON

INTEROFFICE MEMO

File CON 5

Contract #9229

2 Christensen JW

Olson

3 Sullivan JWS

Terpin

ROAD DESIGN SECTION

TO: Memo to the file

DATE: July 28, 1981

Wayne F. Cobine

FROM: Wayne F. Cobine
Resident Engineer

1 ASHE K J

2 CAE

3 FCE

4 QCE

5 SCS

EEO

RECEIVED
JUL 29 1981
CONSTRUCTION BRANCH

OM

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LE

TC

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NOTE
E. S. HUNTER

SUBJECT: N. Klamath Falls - Green Springs Int.
The Dalles - California Highway
Klamath County

On Wednesday, July 22, 1981, a test section which included a asphalt cement modifier and/or additive was incorporated into the project.

Chem-crete concentrate was added to Witco AR-2000 asphalt cement at the rate of 10 percent. This material was then mixed with aggregate and placed as the rest of the Class "B" A.C.. The test section is located in the southbound lane (including shoulder) between stations 82+25 and 93+00 and contains about 358 tons at 2-3/4 inch depth.

RECEIVED
TECHNICAL SERVICES
JUL 30 '81
REFER TO Vesetter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

During laydown operations the following was noted.

1) The mixture appeared to be more uniform behind the paver.

2) In raking the longitudinal joint, the fines seemed to adhere to the course aggregate better.

3) The rakers had to clean their rakes about every 100 feet; without chem-crete every 500 feet.

4) Compaction after breakdown roller was about 1 percent less than mixture without chem-crete.

5) Compaction after finish roller was about 1-2 percent less than mixture without chem-crete.

6) Temperature of mixture remained about the same as regular A.C..

7) Mixture appeared to be more stable under breakdown roller.

REFERRED TO

Beard

3 Stoudenmeyer

Cole

4 Hany

Eriksen

5 Watson AH

Dorn

Leu

Due

ROADWAY DESIGN ENGINEER

Cost comparisons per ton of Class "B" A.C.

	Class "B" A.C. w/AR-2000 @ 5%	Class "B" A.C. w/AR-2000 @ 5% w/chem-crete @ 10% of asphalt
Class "B" A.C. Mixture	$ 13.75	$ 13.75
Asphalt - Cement	$ 11.10	$ 11.10
Chem-crete		$ 7.50
Totals	$ 24.85	$ 32.35

As can be noted, adding chem-crete at a 10 percent ratio to the asphalt - cement increases the unit cost about 25 percent. The factors which I observed in the field do not indicate any advantage over plain asphalt - cement. Observations of the test section should be made anually and if it shows signs of longer life expectancy which would offset the initial costs, then maybe some consideration should be given for its use.

WFC/jdm

cc: Region
Construction
Materials

9229

L.

STATE OF OREGON

INTEROFFICE MEMO
FILE: CON 5
9229

11-1

DATE: July 7, 1981

TO: ~~Memo To The File~~

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: N. Klamath Falls-Green Springs
The Dalles-California Highway

On Tuesday, June 30, 1981 an accident involving two vehicles was reported at M.P. 277.7, about the south end of the subject project.

According to the attached police report, vehicle #2 hit vehicle #1, as it was attempting to make a U-turn from Highway #66 across Highway #97. Vehicle #2 was cited for failure to Yield Right-Of-Way.

No construction activities were within the area at the time or day of the accident.

NOTED
H.S. COULTER

cc: Construction ✓
Region

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RECEIVED
JUL 13 1981
CONSTRUCTION
BRANCH

7-17-81
Copy to H S Coulter

RECEIVED
STATE HWY ENGR
JUL 20 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Contains
recycled
materials

ACCIDENT REPORT – POLICE
TE OF OREGON ☐ FATAL ☐ INJURY ☒ PROP. DAMAGE Dept. State Police City ______ County Klamath Page __ of __

Case No.

Classification:

1. ACCIDENT INVOLVED:
☒ One Other MV
☐ Two or More MV's
☐ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☐ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ ____ Booking ☐ ____
Vehicle ☐ ____ LEDS ☐ ____
Crime ☐ ____ NCIC ☐ ____
Property ☐ ____

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐
Person ☐ Continuation ☐

Distribution: Highway Dept

Do Not Write In This Space

2. Date Occurred: 06-30-81
3. Time Occurred: 10:50 ☒ AM ☐ PM
4. Reported Date: 06-30-81
5. Reported Time: 11:00 ☒ AM ☐ PM
6. Location of Occurrence (Route No. or Name): Highway 97 (US)
7. At Intersection of (Route No. or Name):
8. If not at Intersection: 189 ☒ Feet ☐ Miles N ☒ S ☐ E ☐ W ☐
(Intersecting highway or street, landmark or house no.) Golf Course Road (CR)
9. Mile Post: 277.7
10. 2.7 Miles N ☐ S ☒ E ☐ W ☐ of Nearest City: Klamath Falls, OR

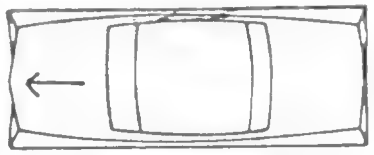
INJURY CODE: (Mark the first one that applies)
K — DEAD BEFORE REPORT MADE
A — INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B — NONINCAPACITATED — Lump, Abrasions, Cuts
C — POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D — NO APPARENT INJURY

SEAT BELT CODE: None Installed - O; Lap Installed - L, In Use - LL; Shoulder Installed - S, In Use - SS; Airbag Installed - A, In Use - AA

UNIT No. 1 - MOTOR VEHICLE

Seat	Name	Computer #	Address	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
DR	11. FULL NAME (Last) (First) (Middle): HENSLER, MARIE ROBIN		12. 626 Wakerobin Ln., San Rafael, CA 94903	13. F	14. W	15. 09-18-05	16. L	17.	18. D
RF	24. ROBIN, BUFORD DEBS		25. 3511 West Way, Sacramento, CA 95821	26. M	27. W	28. 08-07-14	29. L	30.	31. D
LR	32. ROBIN, MARGUERITE AUGUSTINE		33. 1007 Sutter St., San Francisco, CA 94109	34. F	35. W	36. 02-08-99	37. L	38.	39. D
RR	40. HENSLER, HARRY NELSON		41. 626 Wakerobin Ln., San Rafael, CA 94903	42. M	43. W	44. 09-25-02	45. L	46.	47. D

19. Operator License No.: 0954266
20. Issuing State: CA
21. Type (Specify): Driver's
22. Residence Phone: (415) 472-0718
23. Business Phone: N/A
48. Owner's Name and Address: SA #11
49. Odometer Reading: 56,552
50. License No.: 198 HLE
51. License State: CA
52. License Year: 1981
53. Veh. removed by/to: Owner
54. Vehicle year: 1973
55. Make: Chevrolet
56. Model: Impala
57. Body Style: 4D
58. Color: Yellow
59. Damage Scale: RP-2

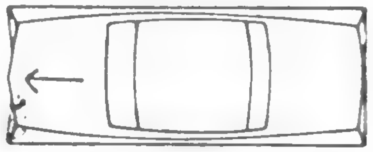


60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☒ Yes ☐ No

UNIT No. 2 - MOTOR VEH., PED., OTHER

Seat	Name	Computer #	Address	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
DR	61. FULL NAME (Last) (First) (Middle): HAMMON, ROBERT JOSEPH		62. 4485 Sylan Lane, Kelseyville, CA 95451	63. M	64. W	65. 09-29-39	66. S	67.	68. D
	74. Occupant's Name		75. Address and Phone	76.	77.	78.	79.	80.	81.
	82.		83.	84.	85.	86.	87.	88.	89.
	90.		91.	92.	93.	94.	95.	96.	97.

69. Operator License No.: 758462
70. Issuing State: CA
71. Type (Specify): Class I
72. Residence Phone: 883-3318
73. Business Phone: 883-3318
98. Owner's Name and Address: STUKEL ROCK & PAVING, P. O. Box 853, Klamath Falls, OR
99. Odometer Reading: 35,740
100. License No.: T390614
101. License State: OR
102. License year: 1981
103. Veh. removed by/to: Owner/their lot
104. Vehicle year: 1976
105. Make: Ford
106. Model: F-350
107. Body Style: PU
108. Color: Yellow/Red
109. Damage Scale: FL-3



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

RECEIVED
JUL 06 1981
RES. ENGR. OFFICE

RE ☐ ARE ☐ OM ☐
Is Vehicle Drivable? Yes ☒ No

111. Actions Taken (Citations, etc.): Op. of Unit #2 cited for Failure to Yield Right of Way
112. Primary Cause:
113. Secondary Cause:

Reporting Officer(s): Oscar P. Powell
pj 1360-56 Oscar P. Powell, Trooper
Prec./Div. Relief/Shift Assn./Dist. R/C Times ARR: CLR:
Approved by: W 7-16-81

4.Weather(x)one	115. Road Cond.(x) one	116.Light Cond(x)one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☒ CLEAR	☒ DRY	☒ DAYLIGHT	Skidmarks to impact (ft.)	134	0	☐ YES ☒ NO	N/A
☐ RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	Unk	Unk	Describe:	INJURED TAKEN
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before impact (MPH)	40	15		TO: N/A
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	55	55		BY:
☐ CLOUDY	☐ OTHER	☐ OTHER					
☐ OTHER							

WITNESSES:

NAME RES. ADDRESS & PH.

NAME RES. ADDRESS & PH.

DRAW SKETCH:

INDICATE NORTH (By Arrow)

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

Refer to Page 2 for diagram of accident scene.

Highway 97 at the accident scene is a straight, paved, four lane roadway of asphalt construction running in a north-south direction. Traveling in a southbound direction the roadway at this point goes down a slight downgrade. The opposing lanes of travel are separated by a painted solid yellow median line. The two lanes in each direction are separated by a painted broken yellow line. Both lanes of travel are bordered by a narrow graveled shoulder. The southbound lanes of travel have a merging lane of travel from Highway 66.

Unit #1 was in the left southbound lane on Highway 97. Unit #2 was in the merging lane southbound on Highway 97 following another vehicle. Unit #2 turned left across the southbound lanes to make a U-turn, striking Unit #1 in the right front passenger door with the left front portion of Unit #2.

Operator of Unit #1 stated in substance that she was southbound on Highway 97 in the left lane of travel. She stated she observed Unit #2 traveling southbound in the merging lane. She stated that she began slowing down and at this time observed Unit #2 turn left into her vehicle. Operator of Unit #1 was uninjured.

Passenger #1 of Unit #1 stated in substance that he observed Unit #2 turn left across the lanes of travel directly towards Unit #1. Passenger #1 was uninjured.

Passenger #2 of Unit #1 stated in substance that she had been asleep and had no knowledge of the accident. Passenger #2 was uninjured.

Passenger #3 of Unit #1 stated in substance that she had been sightseeing and had no knowledge of the accident. Passenger #3 was uninjured.

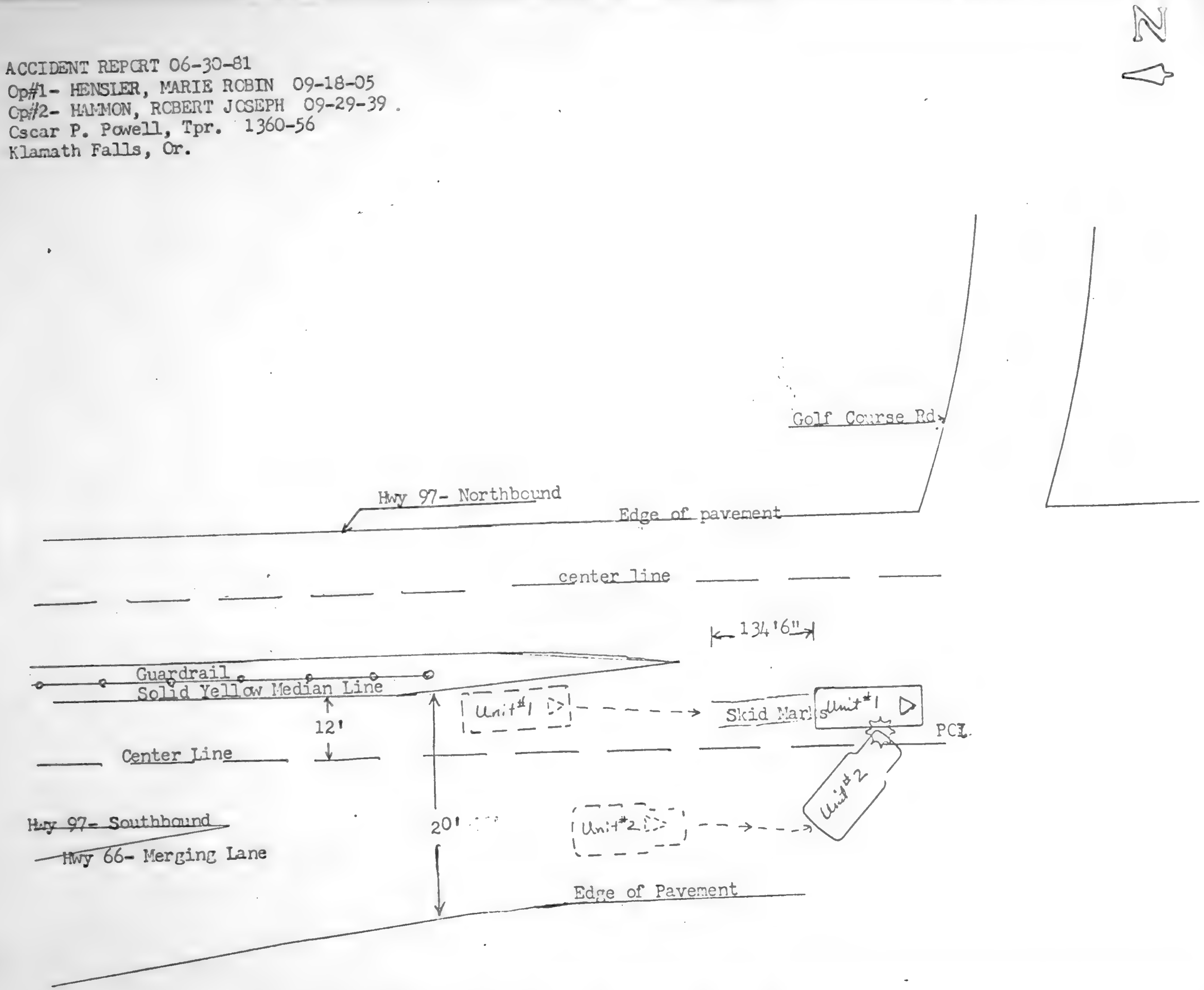
Operator of Unit #2 stated in substance that he was traveling southbound on Highway 97. He stated he was following another company vehicle along the west edge of the southbound lanes. The other vehicle turned left across the lanes of travel and began traveling northbound on Highway 97. Operator of Unit #2 stated that after checking his rearview mirrors and not observing any traffic approaching from the rear, he started to turn. He stated he heard the tire noise of Unit #1 as the brakes were applied and as he looked out his side window, the collision occurred. He stated he could not recall if he activated his left turn signal. Operator of Unit #2 was uninjured.

Unit #1 was insured by 3A Insurance Company, San Rafael, California, unknown policy number.

Unit #2 was insured by North Pacific Insurance Company, Medford, OR, policy #CP22830.

SUPPLEMENTAL, IF REQUESTED:

ACCIDENT REPORT 06-30-81
Op#1- HENSLER, MARIE ROBIN 09-18-05
Op#2- HAMMON, ROBERT JOSEPH 09-29-39
Oscar P. Powell, Tpr. 1360-56
Klamath Falls, Or.


N
Golf Course Rd.
Hwy 97- Northbound
Edge of pavement
center line
134'6"
Guardrail
Solid Yellow Median Line
12'
Unit#1
Skid Marks
Unit#1
PCI.
Center Line
Unit#2
Unit#2
Hwy 97- Southbound
Hwy 66- Merging Lane
20'
Edge of Pavement

9229

L.

STATE OF OREG[illegible]

INTEROFFICE MEMO
FILE: CON 5
9229

TO: ~~Memo-To-The-File~~

DATE: July 6, 1981

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: N. Klamath Falls-Green Springs Highway
The Dalles-California Highway

On Wednesday, June 24, 1981 a Truck-trailer rig attempted to pull off the paved roadway shoulder, northbound near the north end of subject project about Sta. 64+50. In pulling off the shoulder the trailer turned over do to the abrupt edge.

There was no activity at this end of the project on the above date. The base lift of asphalt concrete had been placed and a new centerline stripe, however No fog line was at this location. However an "Abrupt Edge" sign with Right Rider was located south of the accident location about 1,300 feet facing northbound traffic.

After the trailer was removed several Type II barricades were placed along this area as additional warning devices.

NOTED
H.S. COULTER

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RECEIVED
JUL 13 1981
CONSTRUCTION
BRANCH

CM
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cc: Construction ✓
Region

7-17-81
Copy to H. S. Coulte

Contains
Recycled
Materials

TRAFFIC ACCIDENT REPORT – POLICE
TATE OF OREGON ☐FATAL ☒INJURY ☐PROP. DAMAGE Dept. State Police City ______ County Klamath Page 1 of 2 Pages

ase No.

Classification:

1. ACCIDENT INVOLVED:
☐ One Other MV
☐ Two or More MV's
☐ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☐ Fixed Object
☒ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ Vehicle ☐ Crime ☐ Property ☐ Booking ☐ LEDS ☐ NCIC ☐

Distribution:
State Highway Department

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Do Not Write In This Space

Date Occurred: 06-24-81
3. Time Occurred: 11:30 ☒AM ☐PM
4. Reported Date: 06-24-81
5. Reported Time: 11:31 ☒AM ☐PM
6. Location of Occurrence (Route No. or Name): Highway 97 (US)
7. At Intersection of (Route No. or Name):
8. If not at Intersection ☐ Feet ☒ Miles: .5 N ☒ S ☐ E ☐ W ☐ Klamath Falls
(Intersecting highway or street, landmark or house no.)
9. Mile Post: 272
10. .5 Miles N ☒ S ☐ E ☐ W ☐ of Klamath Falls
Nearest City

INJURY CODE:
(Mark the first one that applies)
K – DEAD BEFORE REPORT MADE
A – INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

SEAT BELT CODE:
None Installed – O
Lap Installed – L
Shoulder Installed – S
Airbag Installed – A
In Use – LL
– SS
– AA

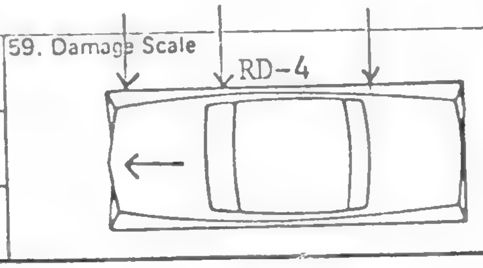
UNIT No. 1 - MOTOR VEHICLE

DR 11. FULL NAME (Last) (First) (Middle): SWEATT, DAN (NMN)
Computer #
12. Address: 8928 Bryson, Southgate, CA
13. Sex: M 14. Race: W 15. D.O.B.: 06-06-27 16. Seat Belt: L 17. X EJ.: 18. Inj.: B
perator License No.: A0041418
20. Issuing State: CA
21. Type (Specify): Chauffeur's
22. Residence Phone: (213)569-7368
23. Business Phone: (213) 582-6141

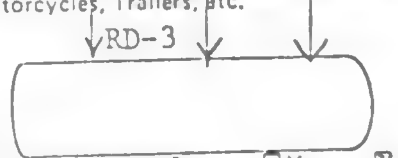
Seat 24. Occupant's Name
Computer #
25. Address and Phone
Sex Race D.O.B. Seat Belt X EJ. Inj.
26. 27. 28. 29. 30. 31.
32. 33. 34. 35. 36. 37. 38. 39.
40. 41. 42. 43. 44. 45. 46. 47.

48. Owner's Name and Address: SCOTT, RAY, 5950 E. Imperial #5, Southgate, CA
49. Odometer Reading: 483596
50. License No.: 1G73643 UN1511
51. License State: CA
52. License Year: 1981
53. Veh. removed by/to: Economy Towing/their lot
54. Vehicle year: 1977 1976
55. Make: Freightliner Utility
56. Model: Truck tractor Semi-Trailer
57. Body Style: Trk tractor Van
58. Color: Red White

59. Damage Scale



60. Damage Sustained; Sketch damage to Motorcycles, Trailers, etc.



Is Vehicle Drivable? ☐Yes ☒No

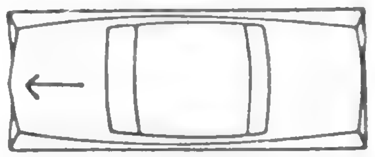
UNIT No. 2 - MOTOR VEH., PED., OTHER

DR 61. FULL NAME (Last) (First) (Middle)
Computer #
62. Address
63. 64. 65. 66. 67. 68.
perator License No.
70. Issuing State
71. Type (Specify)
72. Residence Phone
73. Business Phone
Sex Race D.O.B. Seat Belt X EJ. Inj.

Seat 74. Occupant's Name
Computer #
75. Address and Phone
76. 77. 78. 79. 80. 81.
82. 83. 84. 85. 86. 87. 88. 89.
90. 91. 92. 93. 94. 95. 96. 97.

98. Owner's Name and Address
99. Odometer Reading
100. License No.
101. License State
102. License year
103. Veh. removed by/to
104. Vehicle year: /
105. Make
106. Model
107. Body Style
108. Color

109. Damage Scale



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☐ No

111. Actions Taken (Citations, etc.): None
112. Primary Cause
113. Secondary Cause

Reporting Officer(s): Brad Smith
pj 244-56 Brad G. Smith, Trooper
Prec./Div.
Relief/Shift
Assn./Dist.
R/C Times
ARR:
CLR:
Approved by:

114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices
☒ CLEAR	☒ DRY	☒ DAYLIGHT	Skidmarks to impact (ft.)	0		☒ YES ☐ NO
☐ RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	0		Describe: Yellow center-line
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before impact (MPH)	10		
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	55		
☐ CLOUDY	☐ OTHER	☐ OTHER				
☐ OTHER						

FIRST AID GIVEN BY: Writer

INJURED TAKEN

TO: Merle West Medical Center

BY: Peace Ambulance

WITNESSES:

NAME RES. ADDRESS & PH.

NAME RES. ADDRESS & PH.

DRAW SKETCH:

INDICATE NORTH: (By Arrow) ○

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

Refer to Page 2 for diagram.

Highway 97 at the point of this accident is a two lane asphalt constructed highway running north and south. The highway is in good condition and has been recently recovered with new asphalt. The center-line had been painted on the highway, however there were no foglines on the highway at the time of the accident. At the location of this accident, there is a private gravel roadway which enters the highway from the east side and this roadway runs into a gravel pit. The roadway has approximately a two foot drop-off from the asphalt surface to the gravel shoulder just prior to the interesection of this private roadway. After intersecting this private roadway, the shoulder is level with the paved portion of the highway.

Unit #1 was southbound on Highway 97 and was attempting to pull to the right hand shoulder of the road. It exited the roadway just prior to the intersection of the private driveway and tipped over onto its side.

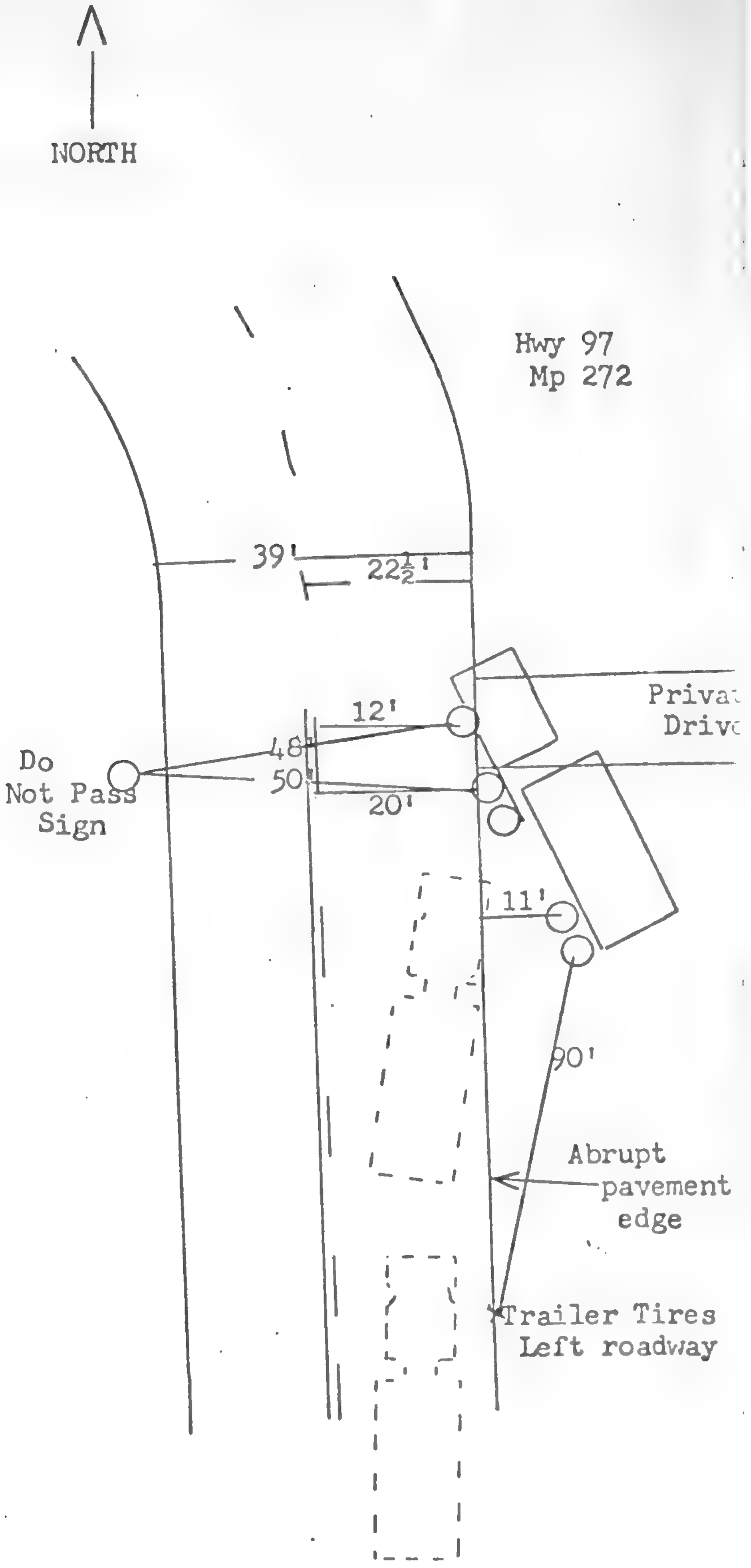
The operator stated in substance that he was pulling over to the side of the road to adjust his fifth wheel when the vehicle suddenly overturned.

Photographs were taken at the scene and these will be forwarded to headquarters for development.

ICC TWX# C051 KFO was sent.

SUPPLEMENTAL, IF REQUESTED: PUC #GN7225

Occurred 06-24-81
Operator: SWEATT
Officer: B. Smith


NORTH
Hwy 97
Mp 272
39'
22½'
Privat
Driv
12'
48'
50'
20'
Do
Not Pass
Sign
11'
90'
Abrupt
pavement
edge
Trailer Tires
Left roadway

229 L.

STATE OF OREGON

INTEROFFICE MEMO
FILE: CON 5
9229

TO: ~~Memo To The File~~

DATE: July 6, 1981

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: N. Klamath Falls-Green Springs
The Dalles-California Highway

On Monday, June 8, 1981 a accident involving two vehicles was reported at M.P. 272.3± about the north end of the project.

No construction activites were within the area at the time or day of the accident. The existing highway was marked by centerline and shoulder stripes.

Pictures at the scene were taken and are on file at the Resident Engineer's office.

According to the police report vehicle No. 1 hit vehicle No. 2 as it was attempting to make a U-turn on highway 97. Vehicle No. 2 was cited for improper U-turn. A copy of the police report is attached.

1 ACHE K
CAE
2 TUE
CCE
SCS
EEO

RECEIVED
JUL 13 1981
CONSTRUCTION BRANCH

CAL
CA
LE
TC
JT
CP

cc: Construction
Region

7-17-81

NOTED
H.S. COULTER

Contains
Recycled
Materials

TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON ☐FATAL ☒INJURY ☐PROP. DAMAGE Dept. KCSO City Klamath Falls County Klamath Page ___ of ___

Case No. 81-630

Classification:

1. ACCIDENT INVOLVED:
☒ One Other MV
☐ Three or More MV's
☐ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☐ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ Vehicle ☐ Crime ☐ Property ☐
Booking ☐ LEDS ☐ NCIC ☐

Distribution: DMV;

ACCOMPANYING REPORTS:
Ven. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Do Not Write In This Space

2. Date Occurred 6-8-81
3. Time Occurred 8:22 ☒AM ☐PM
4. Reported Date 6-8-81
5. Reported Time 8:24 ☒AM ☐PM
6. Location of Occurrence (Route No. or Name) Highway 97
7. At Intersection of (Route No. or Name)
8. If not at Intersection 2/10 ☐ Feet ☐ Miles N ☐ S ☒ E ☐ W ☐ (Intersecting highway or street, landmark or house no.)
9. Mile Post 272
10. Miles N ☐ S ☐ E ☐ W ☐ of Nearest City Klamath Falls

INJURY CODE: (Mark the first one that applies)
K — DEAD BEFORE REPORT MADE
A — INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B — NONINCAPACITATED — Lump, Abrasions, Cuts
C — POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D — NO APPARENT INJURY

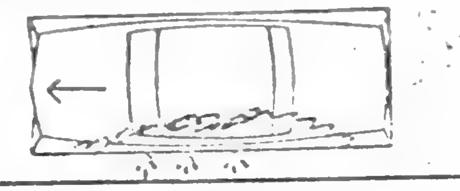
SEAT BELT CODE: None Installed - O; Lap Installed - L, In Use - LL; Shoulder Installed - S, In Use - SS; Airbag Installed - A, In Use - AA

UNIT No. 1 - MOTOR VEHICLE

DR 11. FULL NAME (Last) (First) (Middle): LLOYD, MICHAEL Douglas
Computer #
12. Address: 2013 Fairway - Richland, Wash.
13. Sex M 14. Race W 15. D.O.B. 4-27-59 16. Seat Belt SS 17. Inj.
19. Operator License No. 11-04-DM-0415J7
20. Issuing State Wash.
21. Type (Specify)
22. Residence Phone 509-883-4628
23. Business Phone

Seat RF 24. Occupant's Name: LLOYD, Wendy Paulene
Computer #
25. Address and Phone: Same as #12
26. Sex F 27. Race W 28. D.O.B. [illegible]-13-53 29. Seat Belt SS 30.
32.
33.
34. 35. 36. 37. 38.
40.
41.
42. 43. 44. 45. 46.

48. Owner's Name and Address: Same as #11
49. Odometer Reading 28352
50. License No. AMS 282
51. License State Arizona
52. License Year 1981
53. Veh. removed by/to Economy Towing
54. Vehicle year 1979
55. Make Plymouth
56. Model
57. Body Style 2H
58. Color Blue
59. Damage Scale LP-6



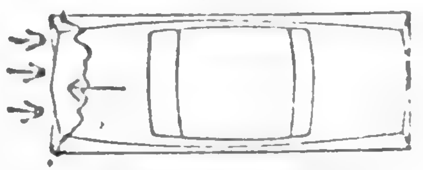
60. Damage Sustained: Sketch ... Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☐ Yes ☒ No

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR 61. FULL NAME (Last) (First) (Middle): FULFORD, NANCY CAROL
Computer #
62. Address: 4832 Darwin Pl. KFC
63. Sex F 64. Race W 65. D.O.B. 7-13-54 66. Seat Belt L 67.
69. Operator License No. 3708148
70. Issuing State ORE
71. Type (Specify)
72. Residence Phone 882-3973
73. Business Phone

Seat 74. Occupant's Name: N/A
Computer #
75. Address and Phone
76. 77. 78.
82.
83.
84. 85. 86. 87.
90.
91.
92. 93. 94. 95.

98. Owner's Name and Address: Douglas Brashear - 4832 Darwin Pl.
99. Odometer Reading 38586
100. License No. FSV 380
101. License State ORE.
102. License year
103. Veh. removed by/to Economy Towing
104. Vehicle year 1975
105. Make Dodge
106. Model P/U
107. Body Style P/U
108. Color Brn/Gold
109. Damage Scale FD-4



110. Damage Sustained: Sketch ... Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☐ Yes ☒ No

111. Actions Taken (Citations, etc.)
112. Primary Cause: IMPROPER U-TURN (Failed to check traffic before turning.)
113. Secondary Cause

Reporting Officer(s)
Prec./Div. Relief/Shift Assn./Dist. R/C Times ARR: 8:31 CLR: [illegible]:23 Approved by

114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☐ CLEAR	☐ DRY	☒ DAYLIGHT	Skidmarks to impact (ft.)		55	☐ YES ☒ NO	Dr. Klump
☒ RAINING	☒ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	35'	104	Describe:	INJURED TAKEN TO: MWMC
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before impact (MPH)	—	45		BY: Peace Ambulance
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	55	55		
☐ CLOUDY	☐ OTHER	☐ OTHER					
☐ OTHER							

WITNESSES:

NAME RES. ADDRESS & PH.

NAME RES. ADDRESS & PH.

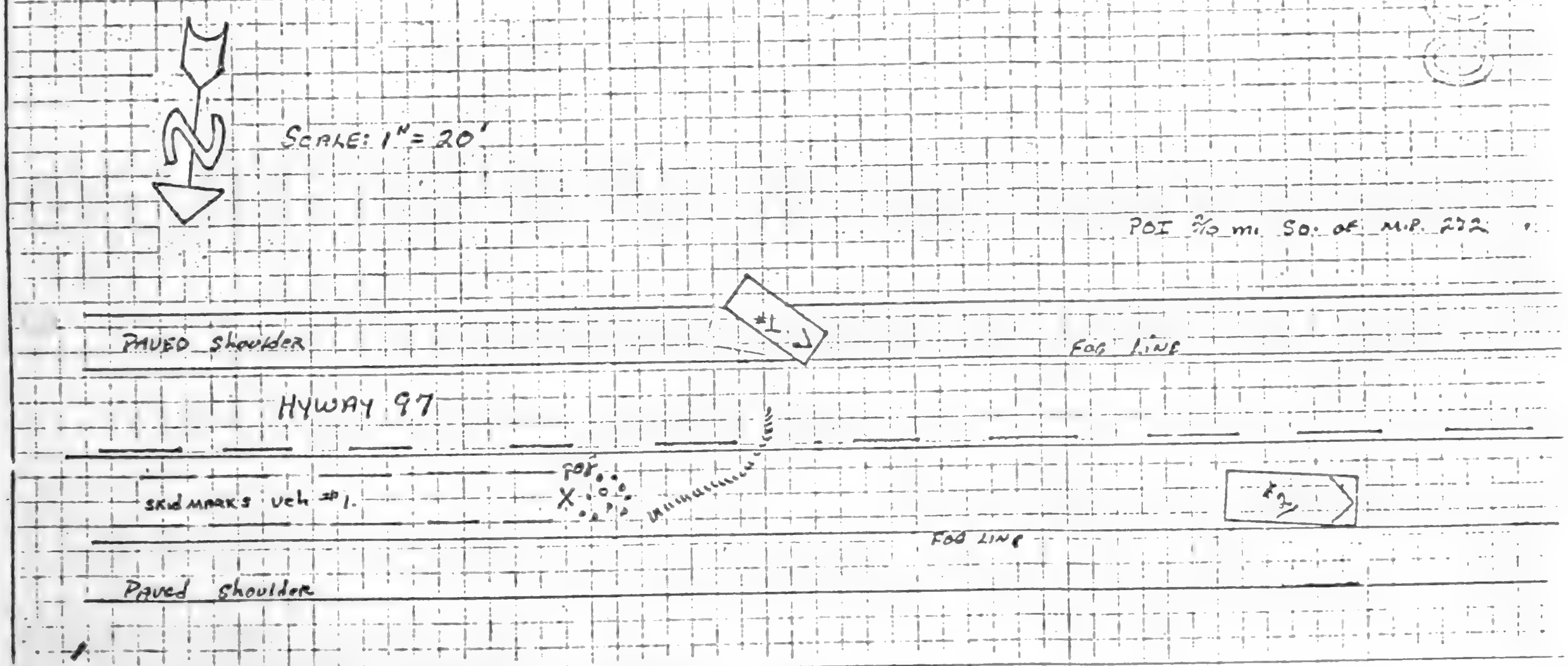
DRAW SKETCH:
INDICATE NORTH
(By Arrow)

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

Insurance Companys:

#1. Dairyland - Tucson, AZ
02-0276234

#2. AAA - Klamath Falls, OR.
177-7710916


N
Scale: 1" = 20'
POI 2/10 mi. So. of M.P. 272
#1
Paved shoulder
Fog Line
Hyway 97
POI
X
Skid marks veh #1.
#2
Fog Line
Paved shoulder

SUPPLEMENTAL, IF REQUESTED:

114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices
☐ CLEAR ☒ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER	☐ DRY ☒ WET ☐ SNOWY ☐ ICY ☐ OTHER	☒ DAYLIGHT ☐ DAWN or DUSK ☐ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER	Skidmarks to impact (ft.)		55	☐ YES ☒ NO Describe:
			Distance Travel'd after impact (ft)	35"	104	
			Stated spd. before impact (MPH)	—	45	
			Designated speed for area (MPH)	55	55	

FIRST AID GIVEN BY: Dr. Klump

INJURED TAKEN TO: MWMC

BY: Peace Ambulance

WITNESSES:

NAME ______ RES. ADDRESS & PH. ______

NAME ______ RES. ADDRESS & PH. ______

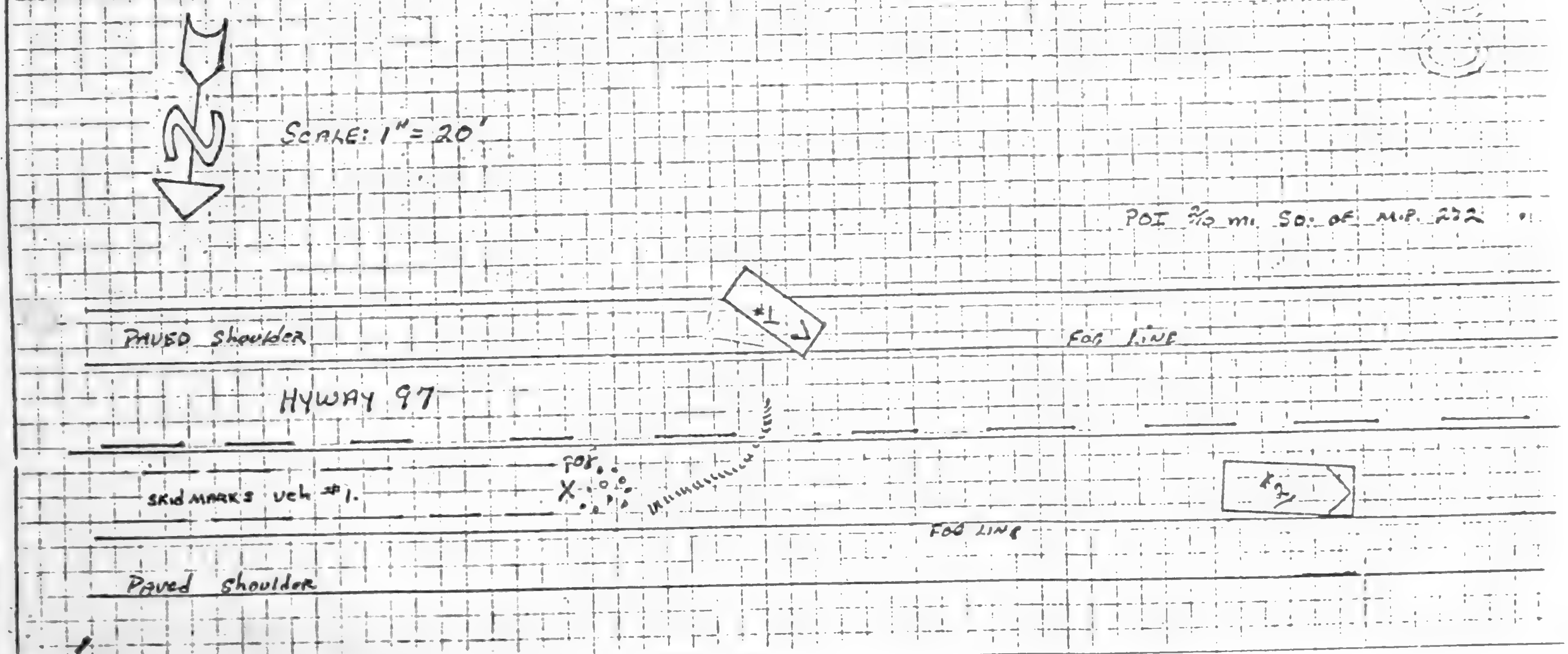
DRAW SKETCH; INDICATE NORTH (By Arrow) ○

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

Insurance Companys:

#1. Dairyland - Tucson, AZ
02-0276234

#2. AAA - Klamath Falls, OR.
177-7710916


N
SCALE: 1" = 20'
#1
PAVED Shoulder
FOG LINE
HYWAY 97
POI
X
SKID MARKS veh #1.
#2
FOG LINE
Paved shoulder

POI 2/10 mi. So. of M.P. 272

SUPPLEMENTAL, IF REQUESTED:

Page 2 KLAMATH COUNTY SHERIFF'S DEPARTMENT

Case # 81-630 Incident Injury Accident Date 6-8-81 Time

STATEMENTS:

Operator #1 stated, in substance, that that he was northbound on Hyw. 97, having missed the southbound 97 exit. He pulled off the road onto the right-hand shoulder and then proceeded to make a U-turn and go back to the southbound exit. He said the last thing he remembers is something hitting him in the drivers side of his vehicle.

Operator #2 stated, in substance, that she was northbound on Hyw. 97 and she saw vehicle #1 pull off onto the right shoulder of the road as if to pick up two hitchhikers he had just passed. Operator #2 said vehicle #1 then started pulling across the road right in front of her. She said she slammed on her brakes but couldn't stop and her vehicles front end collided with vehicle #1s driver side.

COPY

Writer has attempted contact with the passenger in vehicle #1, but due to her state of health in the hospital, writer has been unable to obtain a statement.

Case # 81-630 Incident ______ Date ______ Time ______

OBSERVATIONS:

Writer observed that both vehicles were northbound on Highway 97, near mile post 272.

Writer observed 55' of skidmarks left by vehicle #2, before impact.

Writer observed that after 1 and 2 collided, #1 was caused to spin around in the roadway and came to rest on the south-bound lanes shoulder facing northbound.

Operator #1 suffered minor head injurie's and minor neck induries.

Passenger #1 in veh #1 suffered a concussion and neck and back induries.

Operator #2 sufferred right arm induries and a bump on the forehead.

Deputy Phil Wilkinson was also on the scene and he obtained statements from the two hitch-hikers. (see supplement).

COPY

Case closed:

SUPPLEMENTAL
Page 1

KLAMATH COUNTY SHERIFF'S DEPARTMENT

Case # 81-830 Incident ______ Date ______ Time ______

WITNESS: DAVID HARRINGTON
357 N. 2ND AVE.
SPRINGFIELD, ORE.

STATEMENT IN SUBSTANCE:

BLUE PLYMOUTH WAS N. BOUND ON HWY 97. HARRINGTON THOUGHT THE CAR WAS STOPPING TO PICK HIM AND A PERSON UNKNOWN TO HIM UP AND GIVE THEM A RIDE. (HARRINGTON AND THE OTHER PERSON WERE HITCHHIKING) THE PLYMOUTH PULLED OFF ONTO THE NORTHBOUND SHOULDER PAUSED AND MADE A U-TURN IN FRONT OF THE P.U. THE PLYMOUTH WAS HIT BROADSIDE BY THE P.U. THAT WAS NORTHBOUND. IMPACT TOOK PLACE IN THE N. BOUND LANE. THE DRIVER OF THE P.U. HAD NO CHANCE TO STOP.

COPY

SUPPLEMENTAL
Page 2

KLAMATH COUNTY SHERIFF'S DEPARTMENT

Case # 81-630 Incident ______ Date ______ Time ______

WITNESS: JOHN A. MARKS
BOX 260 Rt 4
RATHDRUM, IDAHO

STATEMENT IN SUBSTANCE:

BLUE PLYMOUTH WAS N. BOUND ON HWY 97. MARKS THOUGHT THE CAR WAS STOPPING TO PICK HIM AND ANOTHER PERSON UNKNOWN TO HIM UP AND GIVE THEM A RIDE. (MARKS AND THE OTHER PERSON WERE HITCHHIKING). THE PLYMOUTH PULLED OFF ON THE SHOULDER. MARKS LOOKED AWAY AND THEN HEARD THE IMPACT.

WITNESS TO INJURYS: DR. KLUMP M.D. P.C.
MED DENT BLDG 882-4459
KLAMATH FALLS, ORE

COPY

N. Klamath Falls Inter to Jct Green Springs Hwy
June 8 1981
Vehicle accident at M.P. 272.3±

Insped arrived at scene after second officer and assisted in Traffic control and took pictures.

No work was being done in This area of the project this shift.

The police report and pictures pretty well cover everything.

L. Moorhead Insp

9227

STATE OF OREGON

X filed TRA 4-1

RECEIVED
STATE HWY ENGR
JUL 6 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

INTEROFFICE MEMO
FILE: CON 5
9229

TO: MEMO TO THE FILE

DATE: June 23, 1981

Wayne F. Cobine

FROM: Wayne F. Cobine
Resident Engineer

1 ASHE K
CAE
2 FOE L
GCE
SCS
EEO

RECEIVED
JUN 29 1981
CONSTRUCTION
BRANCH

OM
CA
LE
TC
FE
CP

SUBJECT: N. Klamath Falls-Green Springs Hwy.
The Dalles-California Hwy.
Klamath County

On Sunday, June 21, 1981 a accident occurred on subject project at the north end of the Link River-Main Street Structure.

From information received from John Gunter, District Engineer and the Police report the accident happened at about 4:10 P.M. when a northbound semi-truck hit a southbound chevrolet Luv pickup in the right front area. It appears that the pickup was southbound in the northbound lane and the truck served to the left to avoid the collision. The driver of the Luv pickup was fatally injured while the driver of the semi-truck was taken to the local hospital and later released.

At the accident location which was on the Link River-Main Street Bridge a solid double yellow centerline stripe was present. Just to the north of this location a three lane bridge was under repair. The normal southbound lane was blocked off as a work area, southbound traffic was being diverted into the center lane which was separated by double yellow dots (temporary stripping) from the outside northbound lane.

Southbound signing for the work area was as follows: Road Construction Ahead w/flag; Construction Speed 35 w/flag; Right Lane Closed Ahead w/flag; a second Construction Speed 35 w/flag; Transition Sign w/flag; A taper of traffic cones began about 550 feet north of the bridge end (north end of work area) on 25 foot centers which extended through the work area.

copy to H. S. Coulter

Contains
Recycled
Materials

A sequential sign with flashing diamonds was about half way down the taper of cones; Just prior to the structure a bump sign with barricade; the work area on the bridge was separated by the use of cones and barricades. The centerline was identified by the use of double yellow dots (temporary stripping) throughout the work area and to the north end of the Link River-Main Street Structure. The southbound lane was 12-feet in width while the northbound was 14-feet in width through the work area. Cones were not used to separate northbound and southbound traffic because of the narrow roadway, and in my judgement wide loads destroy the cones which are then laying all over the roadway making it extremely difficult to maintain uniform flow of traffic.

Northbound signing included: Road Construction Ahead w/flag; Construction Speed 35 w/flag; Left Lane Closed Ahead w/flag; Transition Sign and Bump Sign just prior to the California Ave. Structure, and work area.

Attached to this memo Police report, and pictures.

cc: Construction w/photo's ✓
Liability Claims, Attn. Dave Black w/photo's
Region

WFC:ddb

TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON ☒ FATAL ☐ INJURY ☐ PROP DAMAGE Dept. K.F.P.D. City KLAMATH FALLS County KLAMATH Page 1 of 2 Pages

Case No. 81-1973

Classification:

1. ACCIDENT INVOLVED:
☒ One Other MV
☐ Three or More MV's
☐ Pedestrian
☐ Motorcycle/Moped
☐ Bicycle/Tricycle
☒ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☒ City, County, State Property Damaged
Describe: Hwy 97 South Guard Rail

COMPUTER ENTRY:
Persons ☐ Vehicle ☐ Crime ☐ Property ☐ Booking ☐ LEDS ☐ NCIC ☐

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation

Distribution:

RECEIVED
JUN 23 1981
RES. ENGR. OFFICE

Do Not Write In This Space

RE ☐ ARE ☐ OMI ☐

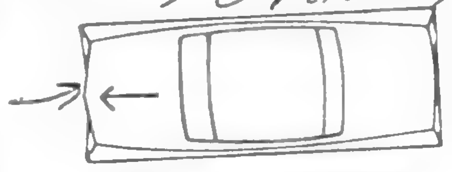
2. Date Occurred 6-21-81
3. Time Occurred 4:20 ☐ AM ☒ PM
4. Reported Date 6-21-81
5. Reported Time 4:20 ☐ AM ☒ PM
6. Location of Occurrence (Route No. or Name) US Hwy 97
7. At Intersection of (Route No. or Name) — (At Mile Post 275
Nearest City
8. If not at Intersection ☐ Feet ☐ Miles N ☐ S ☐ E ☐ W ☐ (Intersecting highway or street, landmark or house no.) On Main St Overpass (Bridge)
9. Mile Post 275
10. Miles N ☐ S ☐ E ☐ W ☐ of

INJURY CODE: (Mark the first one that applies)
K – DEAD BEFORE REPORT MADE
A – INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

SEAT BELT CODE: None Installed - O; Lap Installed - L; Shoulder Installed - S; Airbag Installed - A; In Use - LL, - SS, - AA

UNIT No. 1 - MOTOR VEHICLE

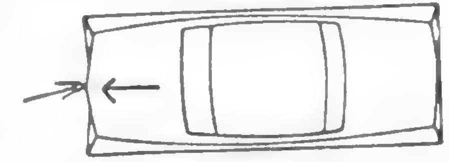
DR 11. FULL NAME (Last) (First) (Middle) CALHOUN, GUY CURTIS
Computer #
12. Address 2555 MAIN St. KFO
13. Sex M 14. Race W 15. D.O.B. 7-19-96 16. Seat Belt S 17. X EJ. – 18. Inj. K
Operator License No. 474134 20. Issuing State OREGON 21. Type (Specify) A
22. Residence Phone 8826341
23. Business Phone N/A
Seat 24. Occupant's Name N/A
Computer # 25. Address and Phone N/A
26. 27. 28. 29. 30. 31.
32. 33. 34. 35. 36. 37. 38. 39.
40. 41. 42. 43. 44. 45. 46. 47.
48. Owner's Name and Address Same as Driver (Address on Registration 302 Commercial KFO)
49. Odometer Reading 48245
50. License No. KQB596 51. License State ORE 52. License Year 82
53. Veh. removed by/to Economy / Economy
54. Vehicle year 1975 55. Make CHEV 56. Model MIKADO 57. Body Style P/U 58. Color RED
59. Damage Scale FC-9 (TOTAL)



60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Ins. Co: Dairyland; Webb-Wilson Agency
Pol. No: 350347478
Is Vehicle Drivable? ☐ Yes ☒ No

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR 61. FULL NAME (Last) (First) (Middle) EMERSON, STANLEY ALEX
Computer # 62. Address 8365 La Villa St, Downey, CA.
63. M 64. W 65. 10-10-50 66. L 67. – 68. B
Operator License No. 50063597 70. Issuing State CALIF. 71. Type (Specify) CLASS 1
72. Residence Phone (213) 862-5910
73. Business Phone (213) 637-7244
Sex Race D.O.B. Seat Belt X EJ. Inj.
76. 77. 78. 79. 80. 81.
Seat 74. Occupant's Name N/A
Computer # 75. Address and Phone N/A
82. 83. 84. 85. 86. 87. 88. 89.
90. 91. 92. 93. 94. 95. 96. 97.
98. Owner's Name and Address Same as Driver
99. Odometer Reading 21301
100. License No. 1R54029 101. License State CALIF. 102. License year '81
103. Veh. removed by/to Economy / Economy
104. Vehicle year 1975 105. Make Intl Harvester 106. Model Semi 107. Body Style Tractor 108. Color Cab Yellow + Brown
109. Damage Scale FC-9 (TOTAL)



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Ins. Co: Commercial Carriers Cerritos, Calif.
Is Vehicle Drivable? ☐ Yes ☒ No

111. Actions Taken (Citations, etc.) None
112. Primary Cause Veh 1 Driving on Wrong Side of Hwy.
113. Secondary Cause
Reporting Officer(s) D Dunn #15
Prec./Div. 7 Relief/Shift 111 Assn./Dist. 111 R.C Times ARR: CLR. Approved by:

Weather(x) one	115. Road Cond.(x) one	116. Light Cond(x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY: PEACE AMBULANCE.
CLEAR	☒ DRY	☒ DAYLIGHT	Skidmarks to impact (ft.)	0	98'	☒ YES ☐ NO	INJURED TAKEN TO: M.W.M.C.
RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	42'		Describe: SEE ADDITIONAL DIAGRAM.	BY: PEACE AMBULANCE.
SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before impact (MPH)	Unk	40-45		
FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	55	55		
CLOUDY	☐ OTHER	☐ OTHER					
OTHER							

WITNESSES:

NAME ____________________ RES. ADDRESS & PH. ____________________

NAME ____________________ RES. ADDRESS & PH. ____________________

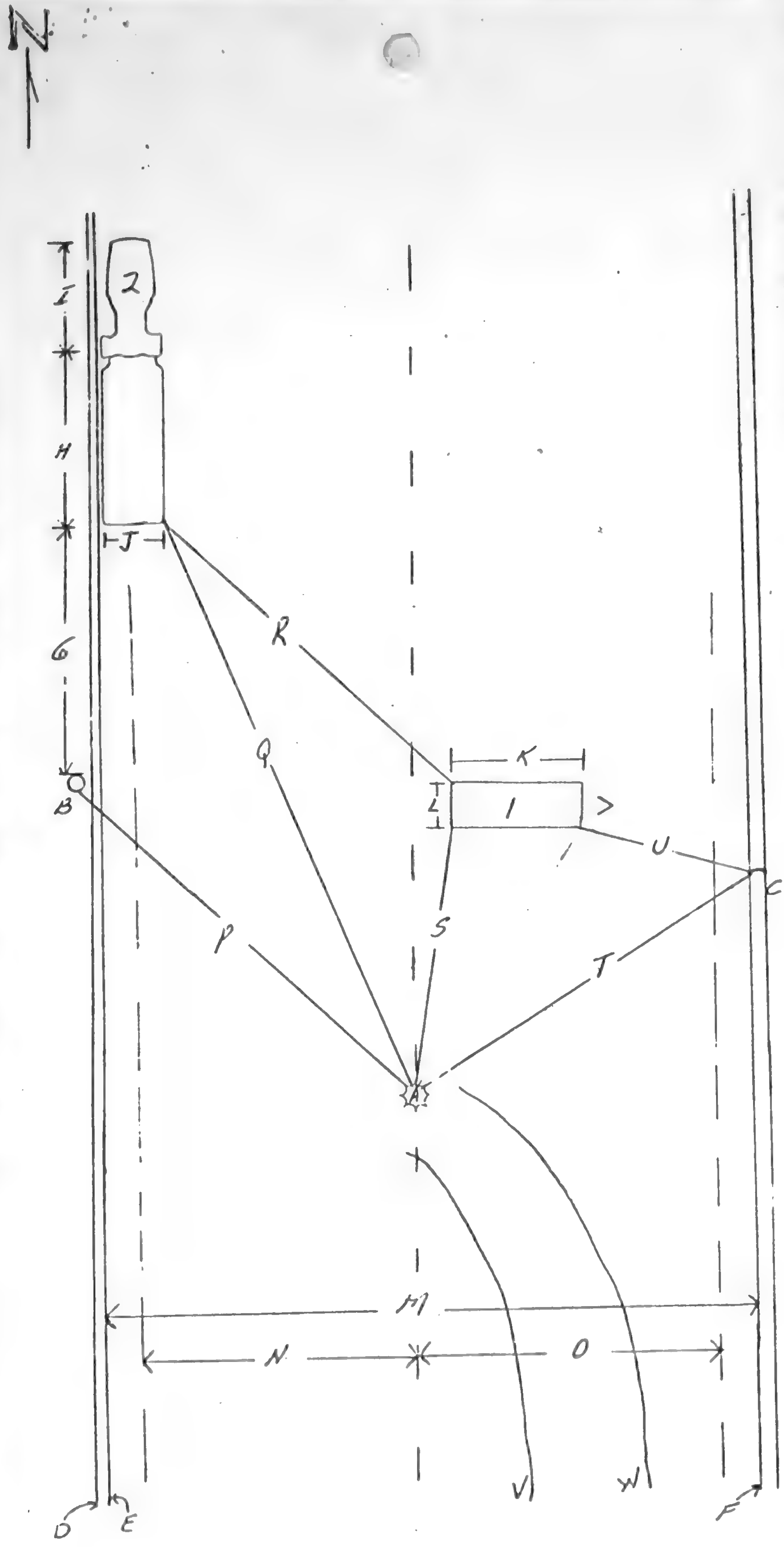
DRAW SKETCH:
INDICATE NORTH
(By Arrow)

○

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

SUPPLEMENTAL, IF REQUESTED: YES BY DETECTIVE LORD, OFFICER [illegible] TO DO ADDITION [illegible]

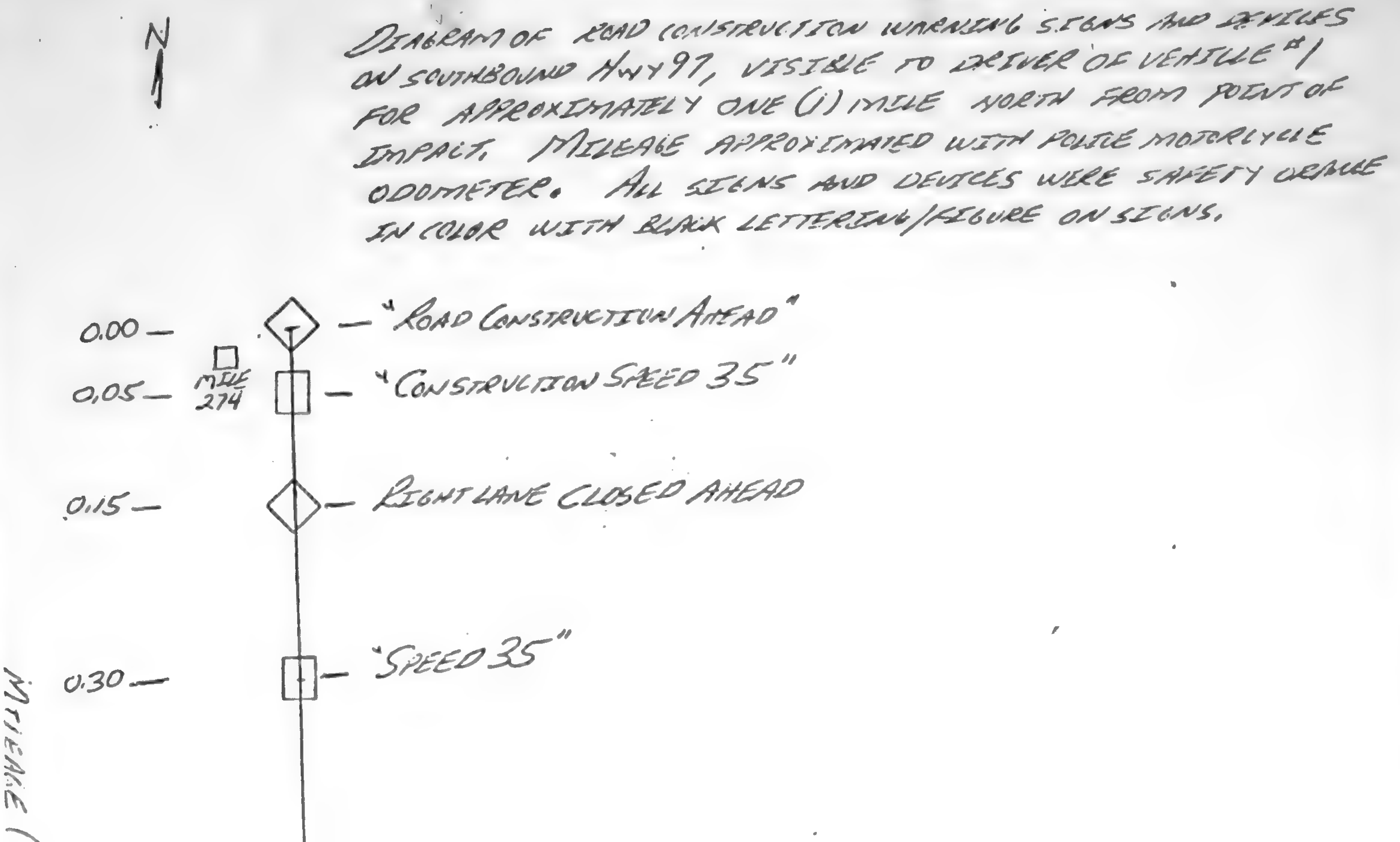
6-21-81
L. Dunn #15.



A- POINT OF IMPACT
B- MILE POST 275
C- BRIDLE CURB BREAK
D- GUARDRAIL (SOUTHBOUND)
E- CURB (SOUTHBOUND)
F- CURB (BRIDLE-NORTHBOUND)
G- $39^{\underline{10}}$
H- $30^{\underline{11}}$
I- $18^{\underline{3}}$
J- $8^{\underline{9}}$
K- $8^{\underline{11}}$
L- $5^{\underline{0}}$
M- $29^{\underline{4}}$ (CURB TO CURB)
N- $11^{\underline{1}}$
O- $11^{\underline{0}}$
P- $62^{\underline{0}}$
Q- $100^{\underline{0}}$
R- $53^{\underline{2}}$
S- $42^{\underline{10}}$
T- $52^{\underline{6}}$
U- $6^{\underline{7}}$
V- $97^{\underline{4}}$ (VEH #2 LEFT REAR SKID)
W- $98^{\underline{6}}$ (VEH #2 RIGHT REAR SKID)

R. DUNN #15

DIAGRAM OF ROAD CONSTRUCTION WARNING SIGNS AND DEVICES ON SOUTHBOUND HWY 97, VISIBLE TO DRIVER OF VEHICLE #1 FOR APPROXIMATELY ONE (1) MILE NORTH FROM POINT OF IMPACT. MILEAGE APPROXIMATED WITH POLICE MOTORCYCLE ODOMETER. ALL SIGNS AND DEVICES WERE SAFETY ORANGE IN COLOR WITH BLACK LETTERING/FIGURE ON SIGNS.


N
MILEAGE (TO CLOSEST APPROXIMATE .05 MILE)
0.00 — "ROAD CONSTRUCTION AHEAD"
0.05 — MILE 274
"CONSTRUCTION SPEED 35"
0.15 — RIGHT LANE CLOSED AHEAD
0.30 — "SPEED 35"
0.55 — RIGHT LANE ENDS
0.60 —
0.65 — Ⓐ
FLASHING ARROWS (ELECTRIC SIGN)
Ⓐ - 15 TRAFFIC CONES FROM .65 TO .70
0.70 — "BUMP" ON BIFOLD BARRICADE
13 TRAFFIC CONES; 5 BIFOLD BARRICADES
0.80 —
1.00 — MILE 275
APPROXIMATE POINT OF IMPACT.

CASE NO. 81-1973 PAGE 4 OF 7

NARRATIVE

VEHICLE #1 - SOUTHBOUND U.S. HWY 97 AT MILE POST 275, DRIVING ON WRONG SIDE OF HWY, STRUCK BY VEHICLE #2.

VEHICLE #2 - NORTHBOUND U.S. HWY 97 AT MILE POST 275 STRUCK VEHICLE #1 WHICH WAS HEADING DIRECTLY AT VEHICLE #2, IN VEHICLE #2'S NORTHBOUND LANE.

DRIVER #1 - APPARENTLY KILLED ON IMPACT.

DRIVER #2 - STATEMENT - I WAS NORTHBOUND COMING UP A GRADE AT BETWEEN 40 AND 45. AS THE PICKUP CLEARED A RISE (SOUTHBOUND), I COULD SEE HE WAS IN MY LANE. HE LOOKED LIKE I WAS NEVER THERE. HE MADE NO ATTEMPT TO AVOID ME. ABOUT 2 OR 3 SECONDS AFTER I FIRST SAW HIM, I SWERVED TO THE LEFT AND HIT HIM. THE NEXT THING I KNEW I WAS ROLLING IN THE CAR DOWN THE HILL. I CRAWLED OUT AT THE BOTTOM AND RESTED AGAINST A TREE.

ON 6-21-81 AT 4^{10} AM, I RESPONDED TO U.S. HWY 97 JUST NORTH OF MAIN ST., ON THE REPORT OF A FATAL TRAFFIC ACCIDENT. UPON ARRIVAL, OFFICERS PIAZZINI AND KROL ALONG WITH SEVERAL O.S.P. OFFICERS WERE ALREADY AT THE SCENE.

SIGNATURE 15

CASE NO. 81-1973 PAGE 5 OF 7

THE ACCIDENT OCCURED ON A NEWLY PAVED ASPHALT SECTION OF ROADWAY IN A CONSTRUCTION ZONE.

VEHICLE #2 STRUCK VEHICLE #1 WHILE SWERVING TO THE LEFT. IT APPARENTLY RAN OVER THE HOOD OF VEHICLE #1 THEN SIDESWIPED THE SOUTHBOUND LANE CURB AND GUARD RAIL. THE GUARD RAIL SUFFERED VERY MINOR DAMAGE.

THE CAB OF VEHICLE #2 BROKE AWAY FROM THE TRACTOR AND WENT OVER THE GUARD RAIL. IT ROLLED WEST DOWN THE EMBANKMENT AND CAME TO REST IN THE SOUTHBOUND LANE OF CONGER ST. – SEE DIAGRAM BY OFFICER POLLOCK.

THE CAB ALSO CAME IN CONTACT WITH A WIRE FENCE IN FRONT OF 410 CONGER. CAUSING MINOR DAMAGE THIS IS THE RESIDENCE OF LOWELL JONES (884-7417). I ATTEMPTED TO CONTACT HIM BUT A NEIGHBOR SAID MR. JONES WAS IN LAKE TAHOE, NEVADA. I WILL CONTACT MR. JONES WHEN HE RETURNS HOME.

OFFICER PIAZZINI HAD DISPATCH NOTIFY THE MEDICAL EXAMINER, DISTRICT ATTORNEY'S OFFICE, THE STATE HIGHWAY DEPT., K.F.F.D AND SGT. PLATT OF THE INCIDENT.

PIAZZINI RECEIVED AUTHORIZATION TO REMOVE DRIVER #1'S BODY. DAVENPORT CHAPEL RESPONDED

SIGNATURE

CASE NO. 81-1973 PAGE 6 OF 7

AND DID SO.

OFFICER KROL RETRIEVED DRIVER #2'S WALLET AND RETURNED IT TO MR. EMERSON AT M.W.M.C.

OFFICER COOPER, O.S.P., SHOT THREE ROLLS OF 35MM FILM AT THE SCENE WHICH HE TURNED OVER TO SGT PRATT FOR PROCESSING.

ECONOMY TOWING RESPONDED AND TOWED ALL VEHICLES TO THEIR GARAGE FOR STORAGE.

AT M.W.M.C. MR. EMERSON CONSENTED TO HAVE A BLOOD ALCOHOL LEVEL BLOOD TEST DONE TO BE SENT TO THE STATE CRIME LAB FOR ANALYSIS.

MR. EMERSON WAS ADMITTED TO M.W.M.C. FOR OBSERVATION WITH A LACERATED RIGHT FOREARM, A SMALL HEAD LACERATION AND POSSIBLE FRACTURED RIBS ON HIS LEFT SIDE.

DETECTIVE LORD BRIEFLY INTERVIEWED MR. EMERSON AT M.W.M.C. AND WILL BE DOING A SUPPLEMENTAL INVESTIGATION.

I WAS UNABLE TO OBTAINED ANY INSURANCE INFORMATION FOR DRIVER #1, CALHOUN, AND WILL ATTEMPT TO DO SO.

SIGNATURE 15.

CASE NO. 84-1973

PAGE 7 OF 7

EVIDENCE

ITEM	LOCATION	SEIZED BY	DISPOSITION
1. 3 ROLLS 35MM FILM.	ENTIRE SCENE	K. COOPER O.S.P.	FOR DEVELOPMENT BY SGT. PRATT.
2. BLOOD SPECIMEN FROM DRIVER EMERSON	M.W.M.C.	LAB TECH LANEY TURNED OVER TO R. DUNN, K.F.D.	TO O.S.P. CRIME LAB FOR BLOOD ALCOHOL ANALYSIS.

FOLLOW UP

DETECTIVE LORD TO DO SUPPLEMENTAL INVESTIGATION.

OBTAIN INSURANCE INFORMATION FOR DRIVER CALHOUN

SIGNATURE

114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices
☐ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER	☐ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER	☐ DAYLIGHT ☐ DAWN or DUSK ☐ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER	Skidmarks to impact (ft.) Distance Travel'd after impact (ft) Stated spd. before impact (MPH) Designated speed for area (MPH)			☐ YES ☐ NO Describe:

FIRST AID GIVEN BY: [illegible]-11-1973

INJURED TAKEN TO:

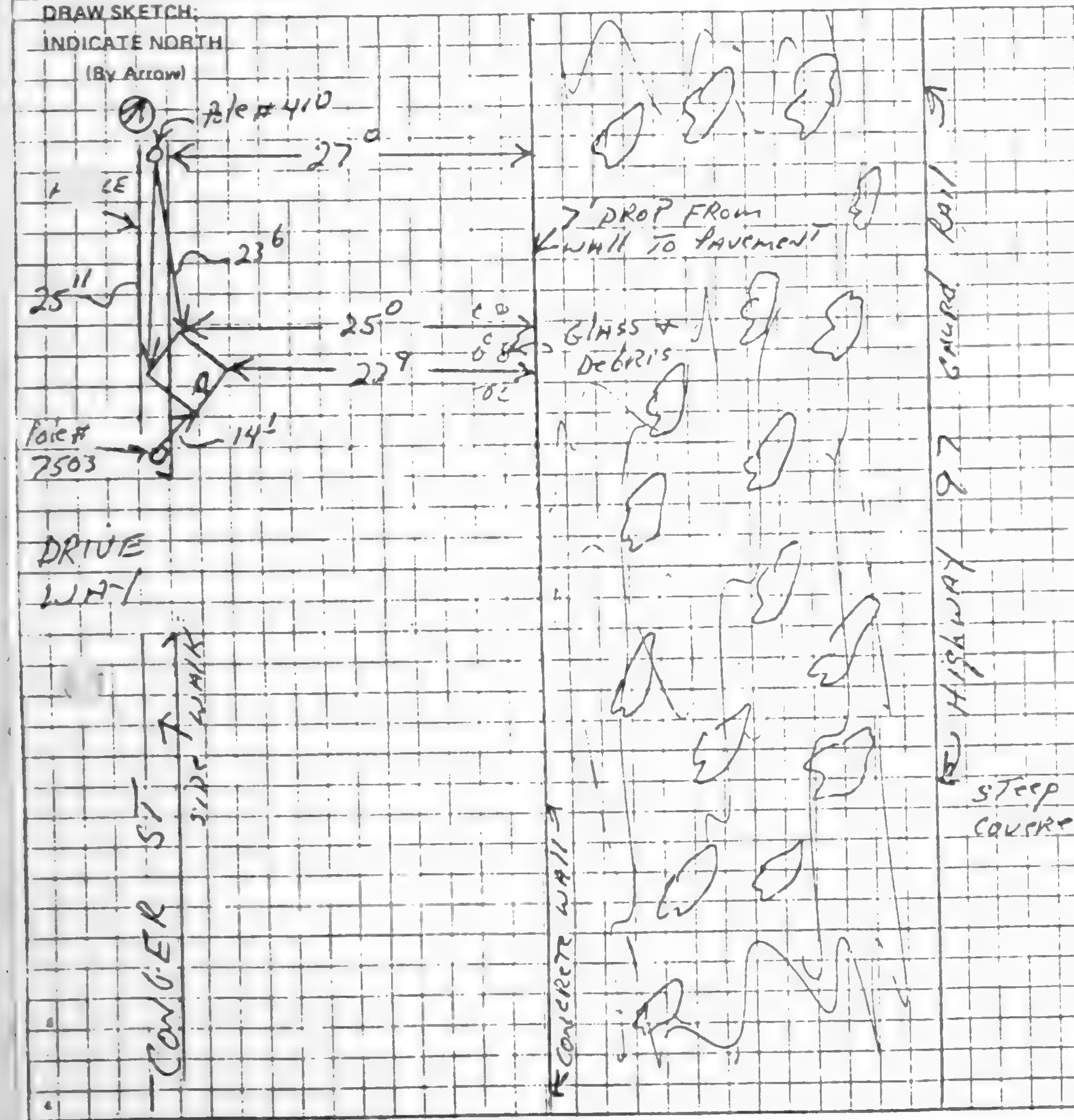
BY:

[redacted]

NAME STEVEN SKELTON . RES. ADDRESS & PH. 1542 ORE AVE 884-1420

NAME DR. KOCHEVAR RES. ADDRESS & PH. 220 CONGER AVE 882-4919

DRAW SKETCH:
INDICATE NORTH
(By Arrow)



Pole # 410
27 0
CE
23 6
25 11
25 0
22 9
14 1
Pole # 7503
DRIVE WAY
7' DROP FROM WALL TO PAVEMENT
GLASS + DEBRIS
CONGER ST
SIDE WALK
CONCRETE WALL
HIGHWAY 97 GAURD RAIL
STEEP EMBANKMENT COVERED WITH SHRUBS

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

MR SKELTON STATED HE SAW THE CAB OF A SEMI, ROLLING DOWN THE EMBANKMENT. HE LOOKED UP AND SAW A SEMI TRAILER WITH NO CAB, SMOKEING BADLY AND SKIDDING NORTH BOUND ON HWY 97.

DR KOCHEVAR STATED HE HEARD A CRASH AND SAW THE CAB OF A SEMI TRUCK RESTING ON ITS TOP ON CONGER ST IN FRONT OF HIS RESIDENCE.

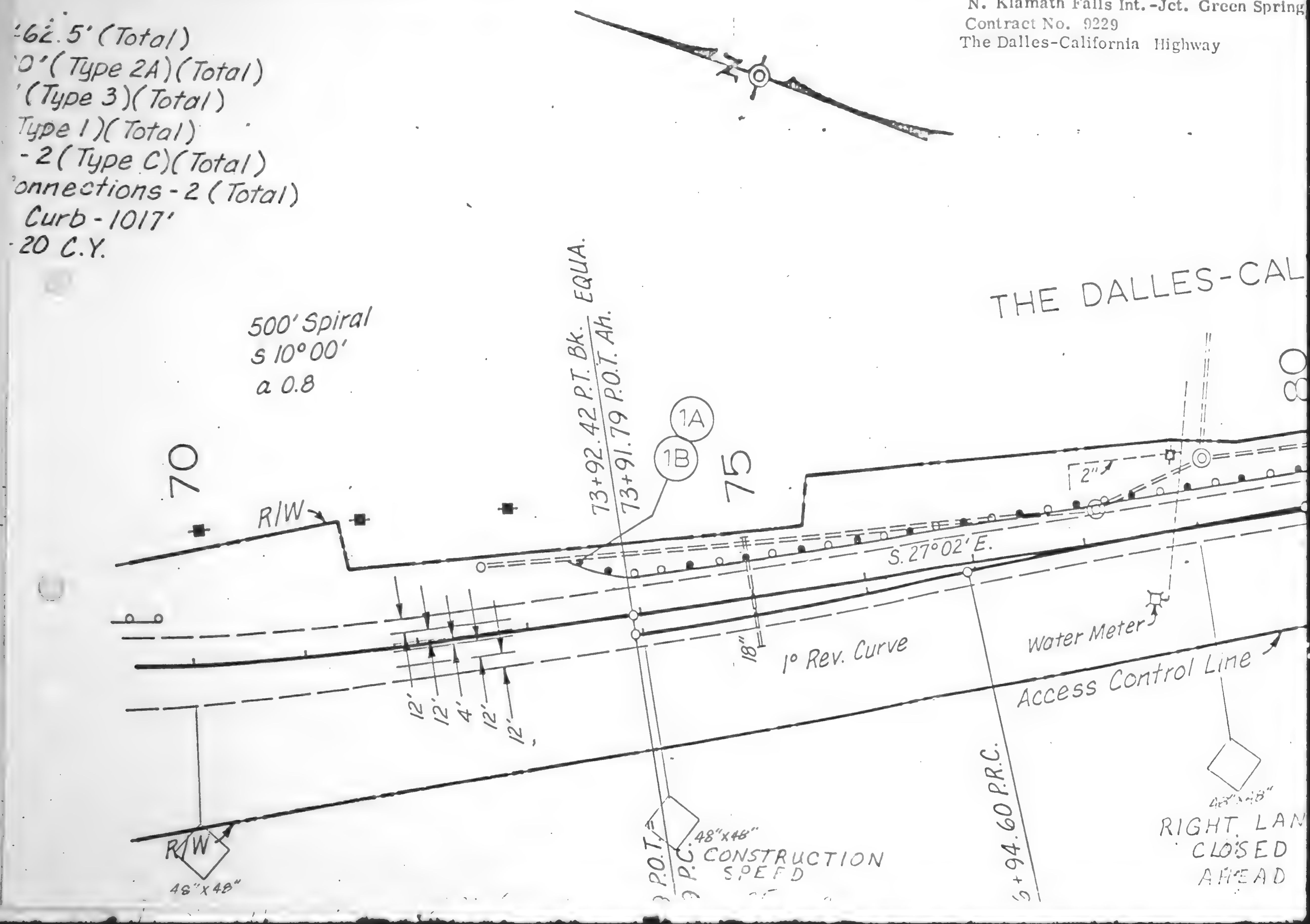
HE STATED HE OBSERVED A MAN CRAWL OUT OF THE CAB STAND UP AND WALK INTO HIS FRONT YARD.

KOCHEVAR STATED THE MAN SAID I DONT KNOW WHAT HAPPENED, HE WAS IN THE WRONG LANE.

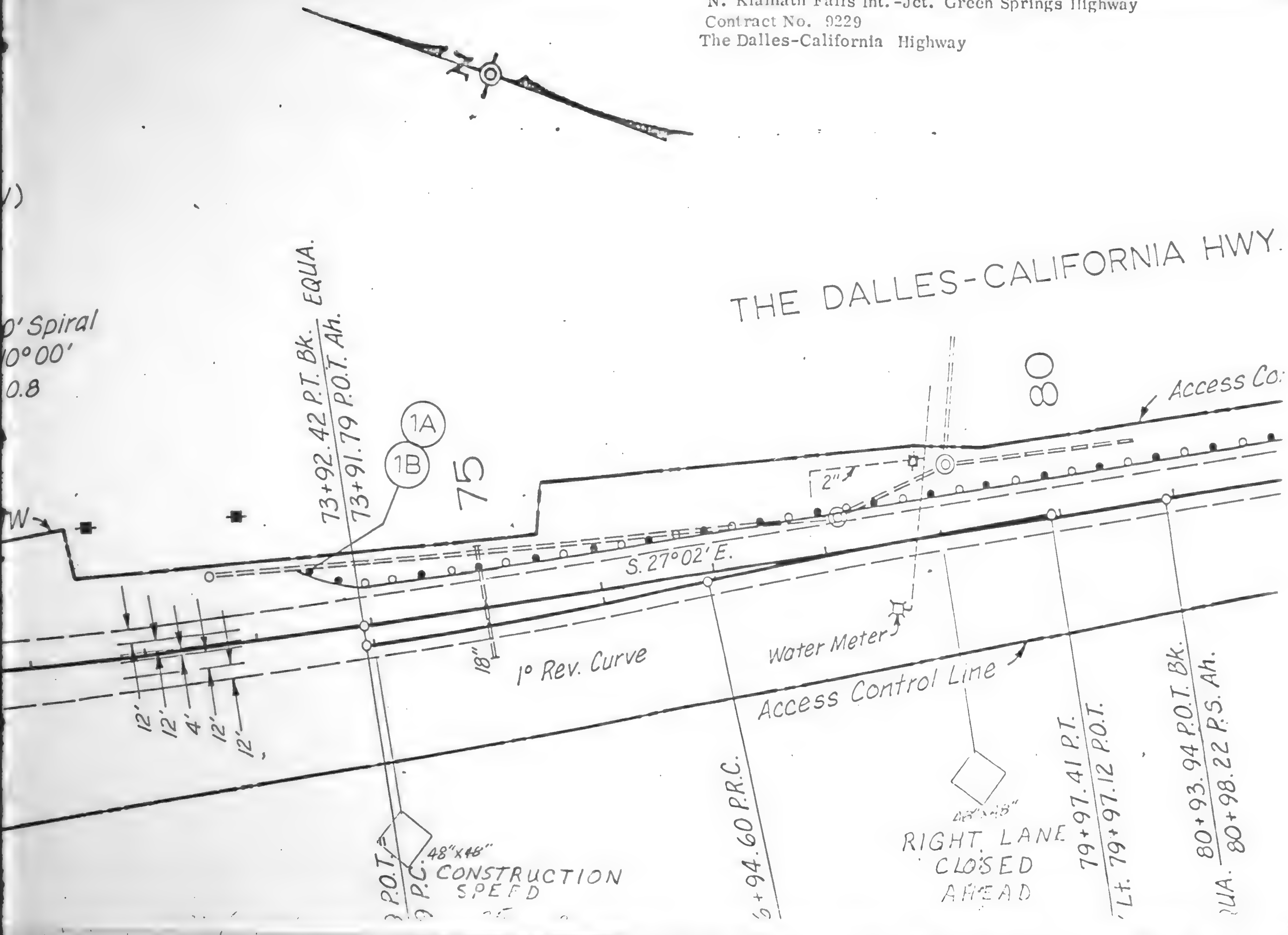
KOCHEVAR STATED THE MAN SEEMED COHERANT BUT SHOCKY. AND HAD A CUT ON THE TOP OF HIS HEAD AND ABRASIONS ON HIS LEFT ELBOW AND SHOULDER.

SUPPLEMENTAL, IF REQUESTED:

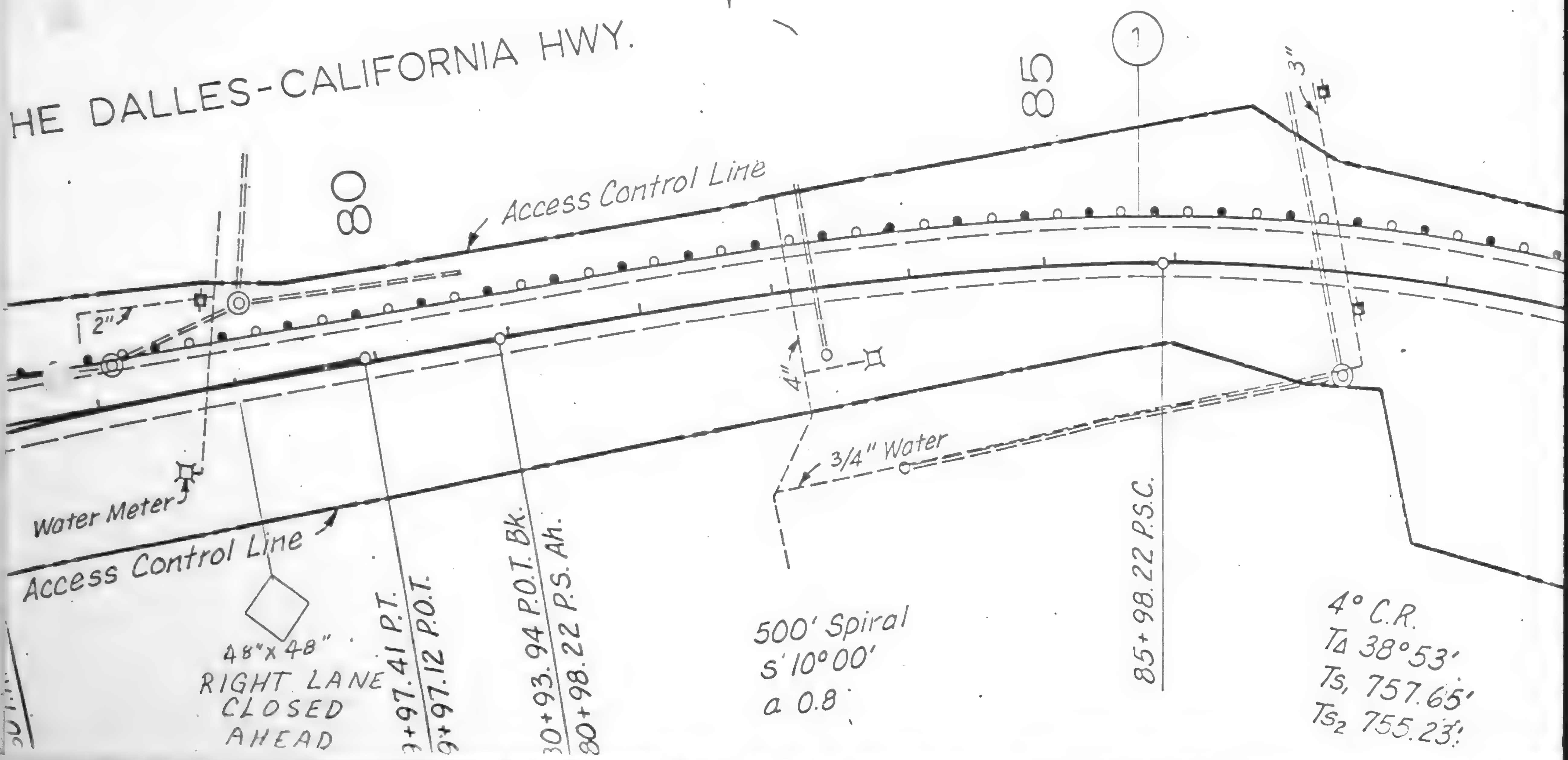
N. Klamath Falls Int.-Jct. Green Spring
Contract No. 9229
The Dalles-California Highway


-62.5' (Total)
0' (Type 2A) (Total)
' (Type 3) (Total)
Type 1) (Total)
- 2 (Type C) (Total)
onnections - 2 (Total)
Curb - 1017'
-20 C.Y.
500' Spiral
s 10°00'
a 0.8
70
75
80
R/W
R/W
48"x48"
73+92.42 P.T. Bk.
73+91.79 P.O.T. Ah.
EQUA.
1A
1B
THE DALLES-CAL
S. 27°02' E.
2"
12'
12'
4'
12'
12'
18"
1° Rev. Curve
Water Meter
Access Control Line
P.O.T.
P.C.
48"x48"
CONSTRUCTION
SPEED
+94.60 P.R.C.
48"x48"
RIGHT LAN
CLOSED
AHEAD

N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway

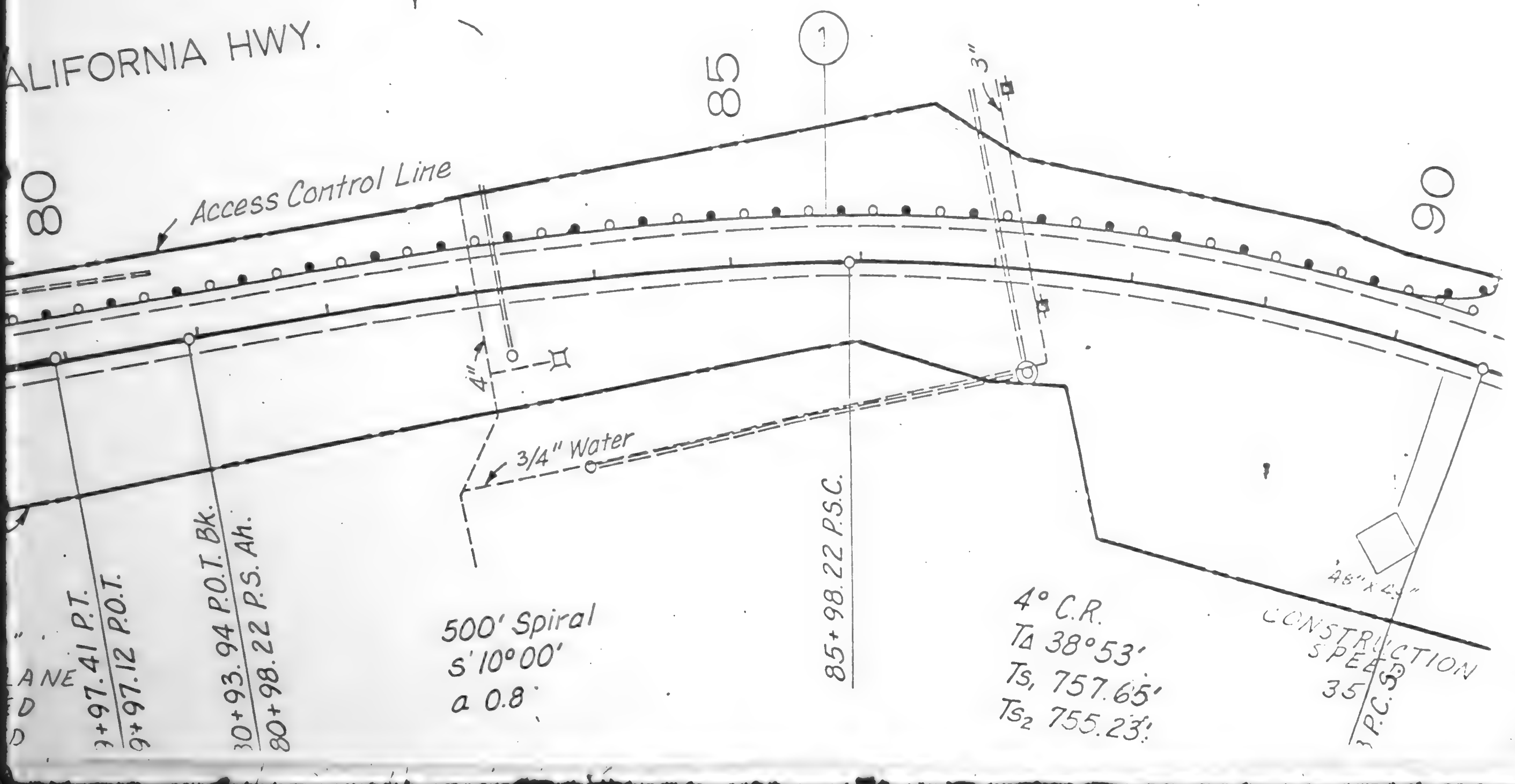

THE DALLES-CALIFORNIA HWY.
0' Spiral
0°00'
0.8
W
12'
12'
4'
12'
12'
73+92.42 P.T. Bk.
73+91.79 P.O.T. Ah.
EQUA.
1A
1B
75
18"
1° Rev. Curve
S. 27°02' E.
P.O.T.
P.C.
48"x48"
CONSTRUCTION
SPEED
+94.60 P.R.C.
Water Meter
2"
Access Control Line
48"x48"
RIGHT LANE
CLOSED
AHEAD
80
79+97.41 P.T.
Lt. 79+97.12 P.O.T.
80+93.94 P.O.T. Bk.
80+98.22 P.S. Ah.
UA.
Access Co

N. Klamath Falls Int.-Jct. Green Springs
Contract No. 9229
The Dalles-California Highway



HE DALLES-CALIFORNIA HWY.
80
85
①
Access Control Line
Access Control Line
2"
4"
3"
3/4" Water
Water Meter
48"x48"
RIGHT LANE
CLOSED
AHEAD
9+97.41 P.T.
9+97.12 P.O.T.
30+93.94 P.O.T. Bk.
80+98.22 P.S. Ah.
500' Spiral
s' 10°00'
a 0.8
85+98.22 P.S.C.
4° C.R.
TΔ 38°53'
Ts, 757.65'
Ts2 755.23'

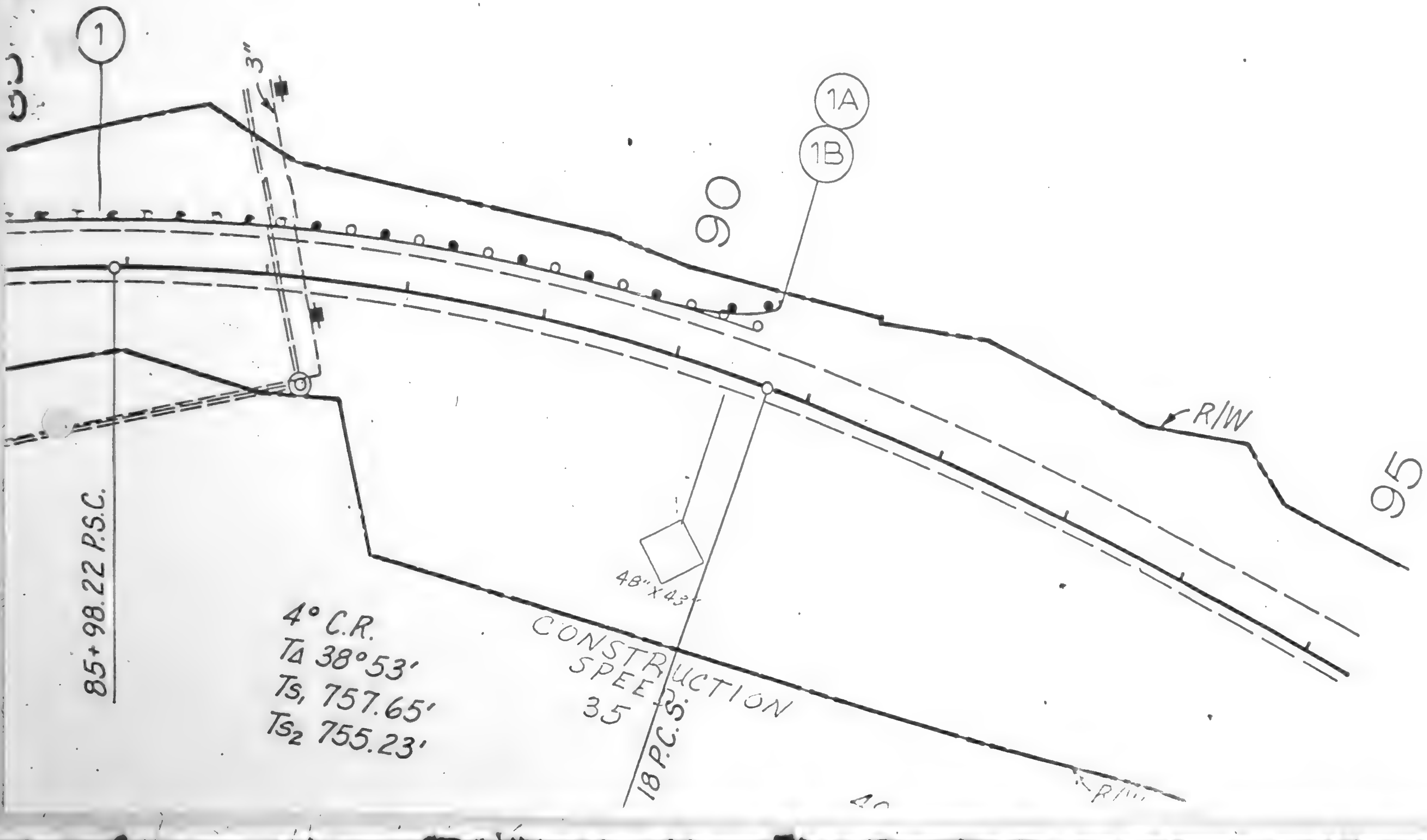
N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway


ALIFORNIA HWY.
80
85
90
Access Control Line
①
3"
4"
3/4" Water
9+97.41 P.T.
9+97.12 P.O.T.
30+93.94 P.O.T. Bk.
80+98.22 P.S. Ah.
85+98.22 P.S.C.
LANE
ED
D
500' Spiral
s' 10°00'
a 0.8
4° C.R.
TΔ 38°53'
Ts, 757.65'
Ts2 755.23'
48" x 48"
CONSTRUCTION
SPEED
35
P.C. S.

KLAMATH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FR-4-1 (11)		See Index

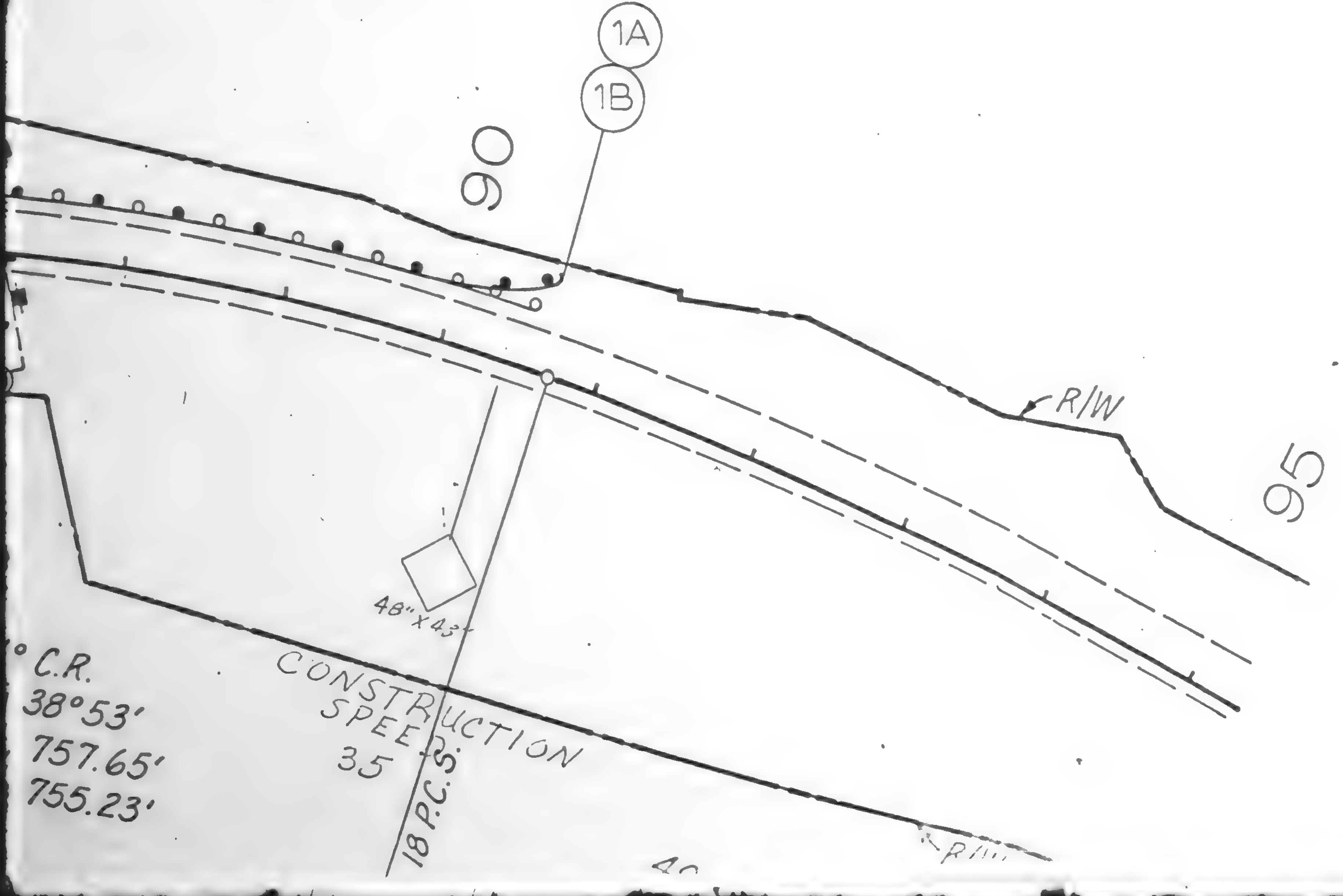
N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway



1
3"
1A
1B
90
R/W
95
85+98.22 P.S.C.
4° C.R.
TΔ 38°53'
Ts1 757.65'
Ts2 755.23'
48"x43"
CONSTRUCTION SPEED 35
18 P.C.S.
R/W

KLAMATH COUNTY				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FR-4-1 (11)		See Index

N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway

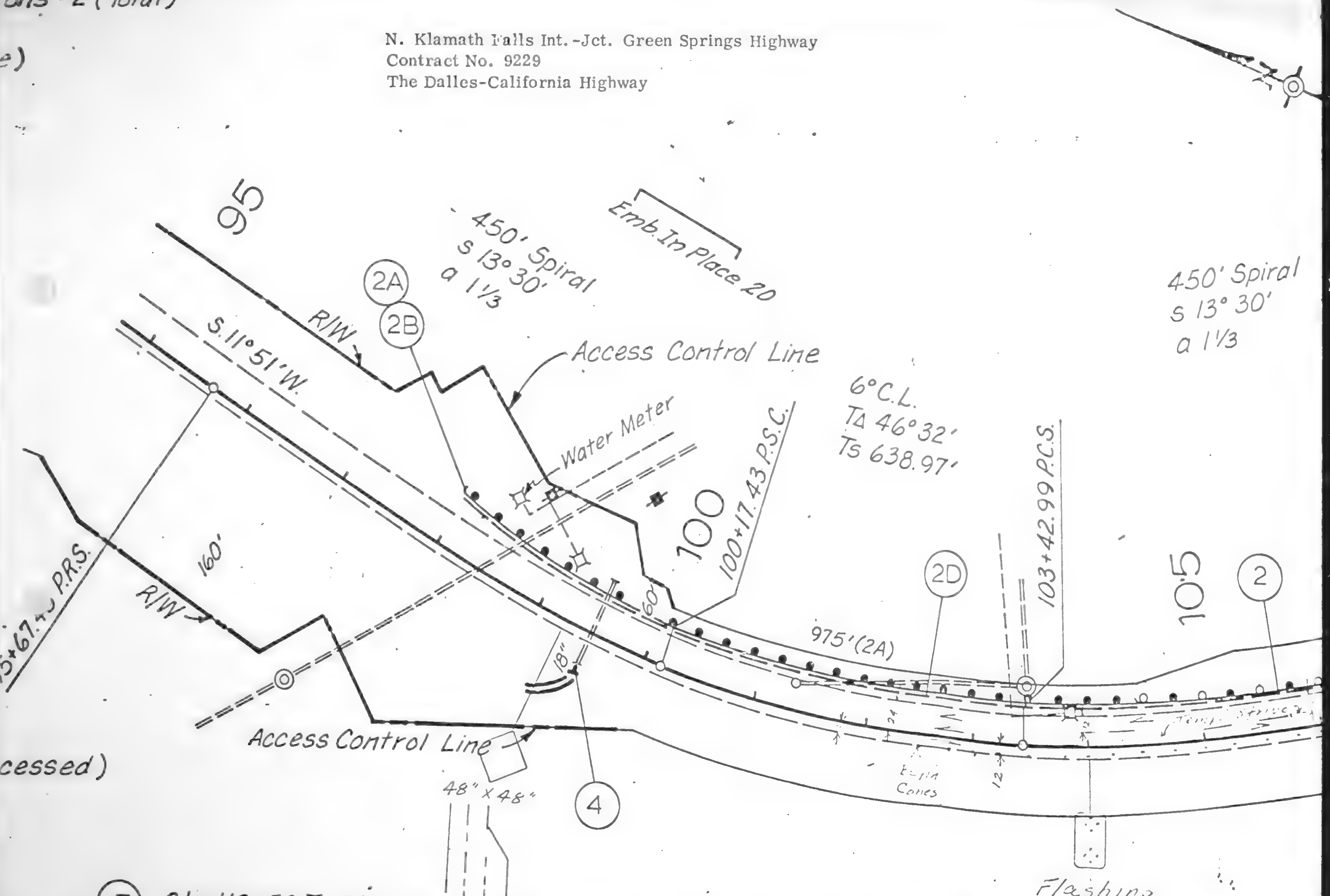


1A
1B
90
R/W
95
48"x43"
° C.R.
38°53'
757.65'
755.23'
CONSTRUCTION
SPEED
35
18 P.C.S.
R/W

ons - 2 (Total)

e)

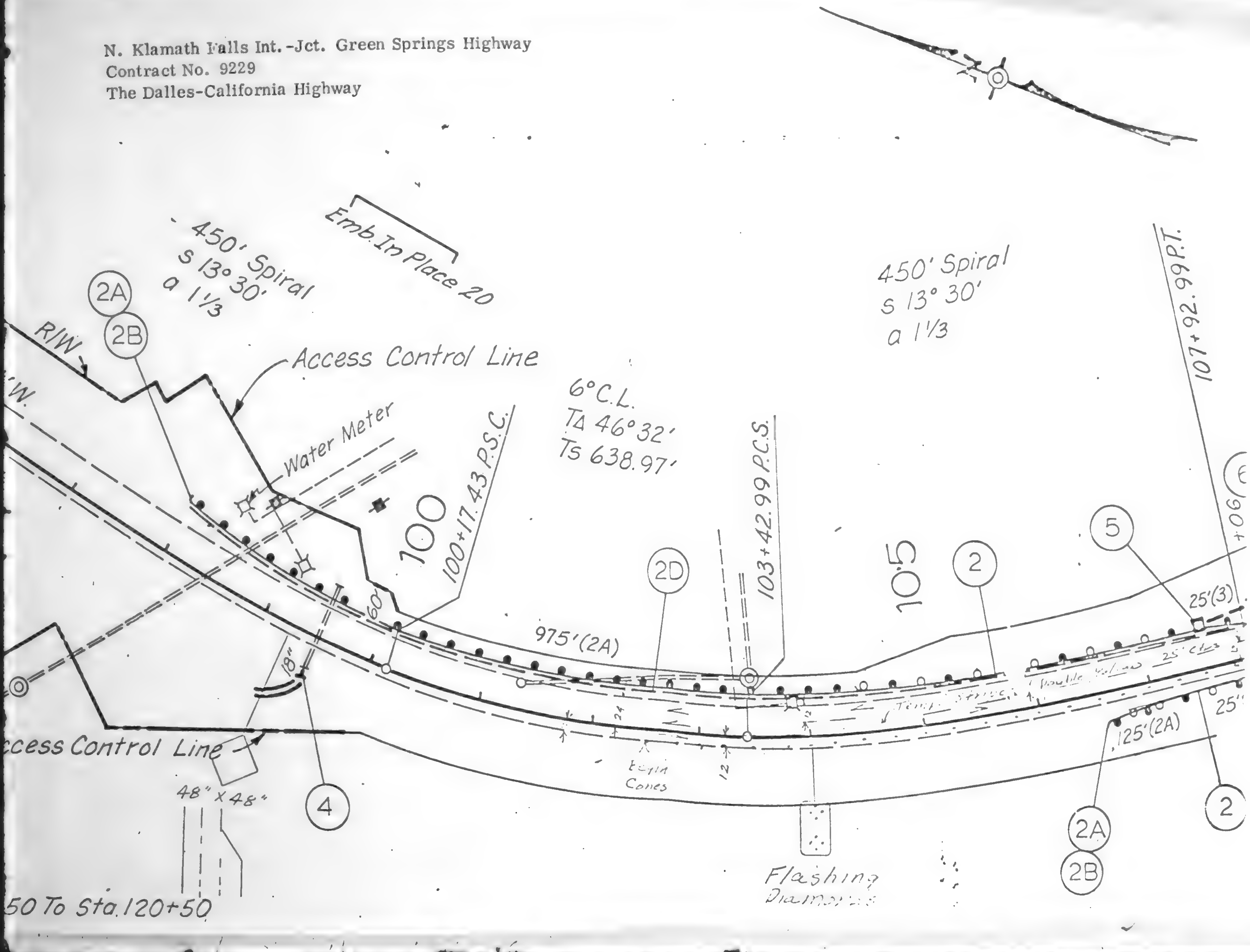
N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway


95
450' Spiral
s 13° 30'
a 1⅓
Emb. In Place 20
2A
2B
R/W
S.11°51'W.
Access Control Line
Water Meter
6°C.L.
TΔ 46°32'
Ts 638.97'
450' Spiral
s 13° 30'
a 1⅓
100
100+17.43 P.S.C.
60'
975'(2A)
2D
103+42.99 P.C.S.
105
2
5+67.4 P.R.S.
160'
R/W
18"
Access Control Line
48" X 48"
4
24
12
Cones
Flashing
Diamonds

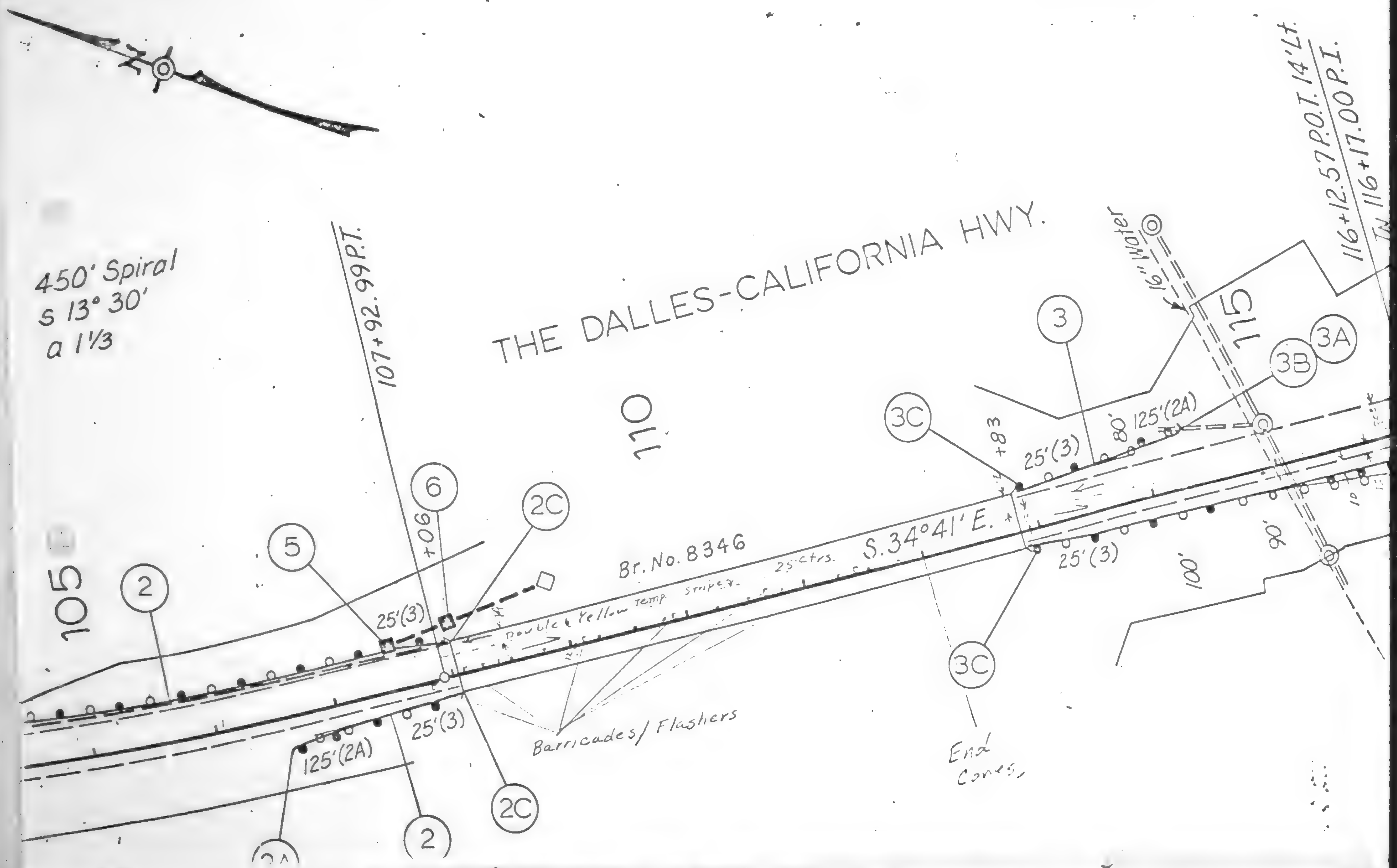
cessed)

(7) Sta.113+50 To Sta.120+50

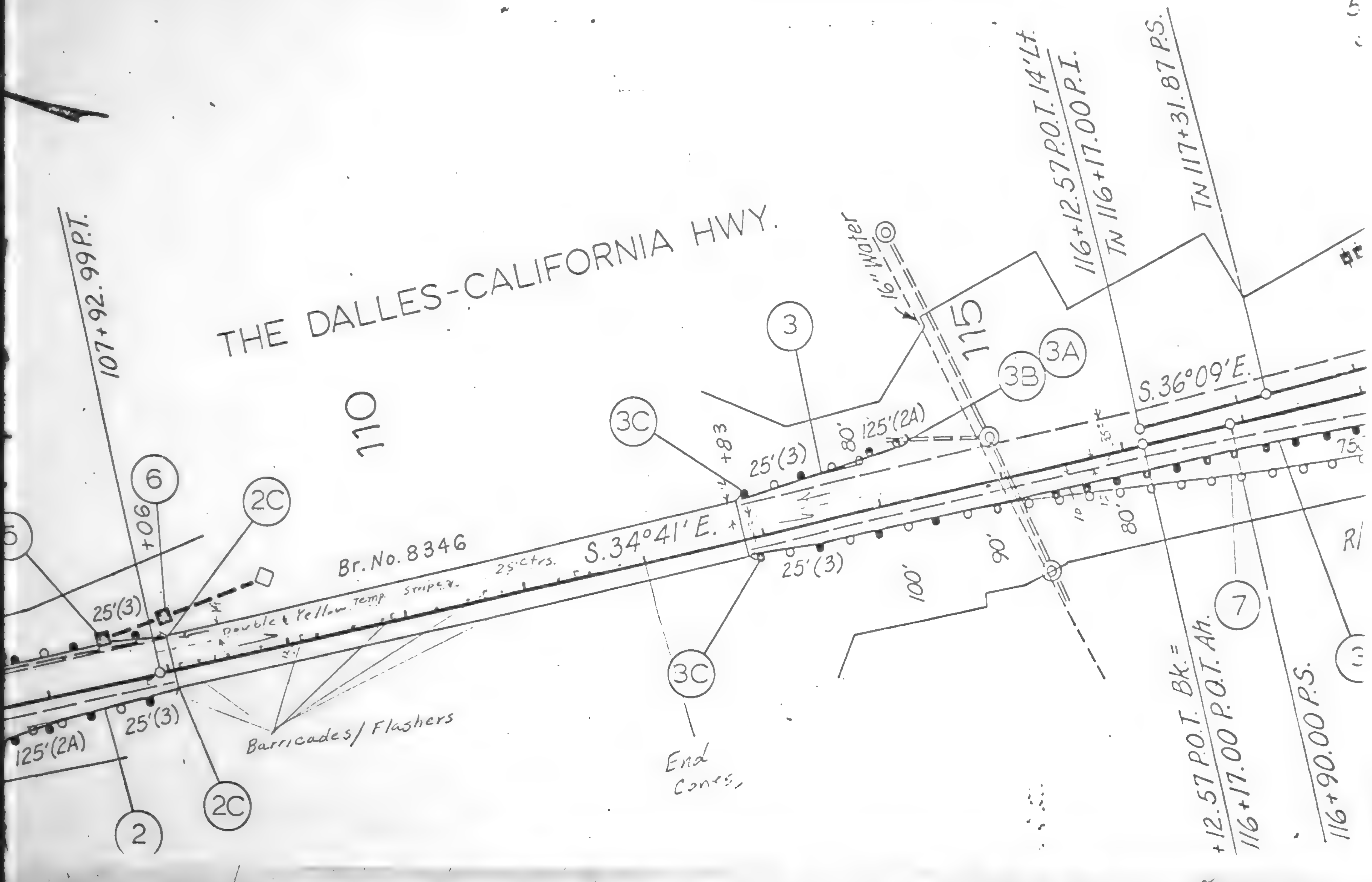
N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway


450' Spiral
s 13° 30'
a 1⅓
Emb. In Place 20
2A
2B
R/W
R/W.
Access Control Line
Water Meter
6°C.L.
TΔ 46°32'
Ts 638.97'
450' Spiral
s 13° 30'
a 1⅓
107+92.99 P.T.
100
100+17.43 P.S.C.
60'
975'(2A)
2D
103+42.99 P.C.S.
105
2
5
25'(3)
+06
25'
125'(2A)
2
2A
2B
18"
Access Control Line
48" x 48"
4
24
12
Cones
Flashing
Diamonds
50 To Sta. 120+50

N. Klamath Falls Int.-Jct. Green Springs
Contract No. 9229
The Dalles-California Highway

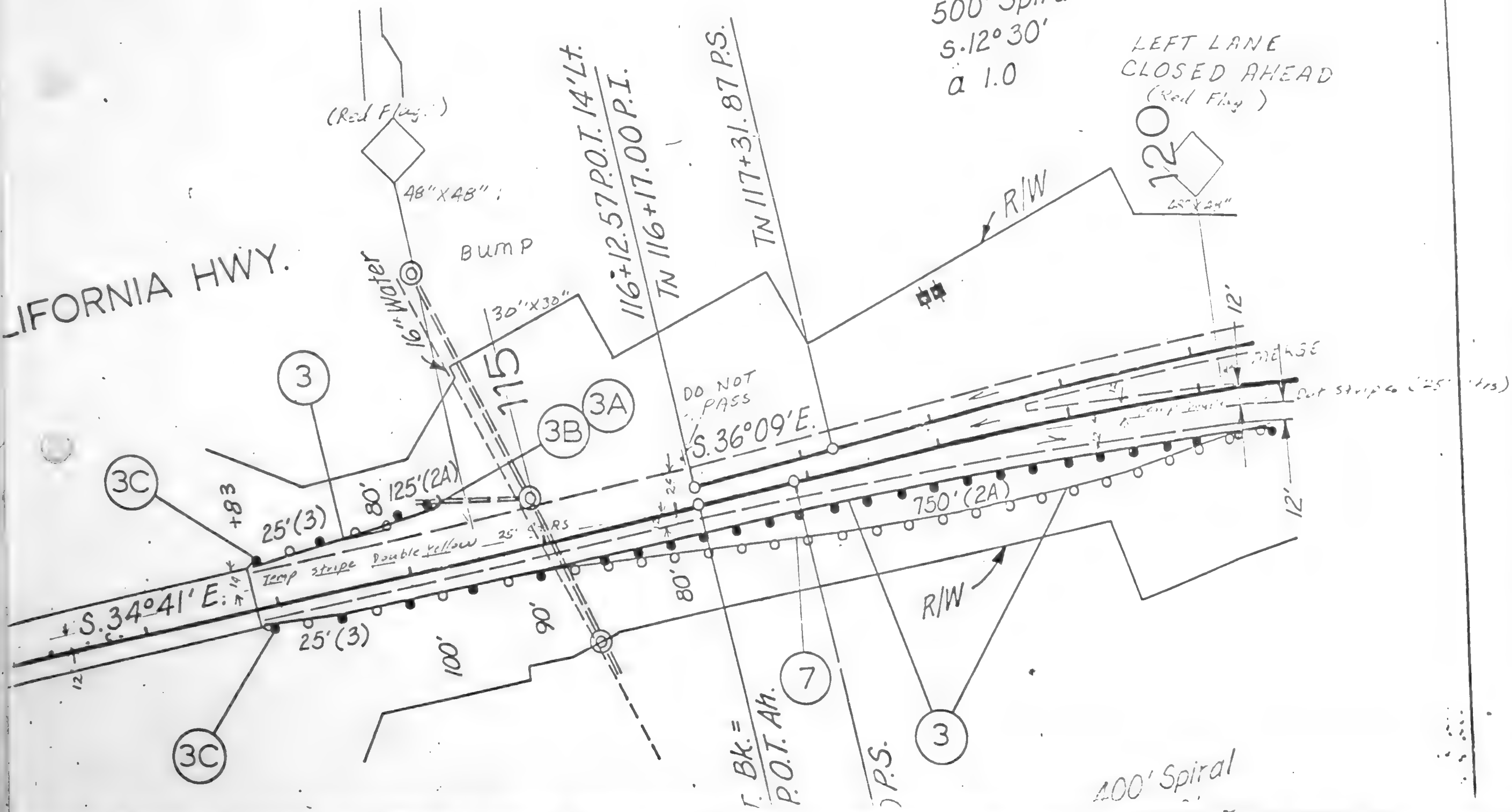

450' Spiral
s 13° 30'
a 1⅓
105
110
115
THE DALLES-CALIFORNIA HWY.
107+92.99 P.T.
+06
6
5
2
2C
2C
2
2A
25'(3)
25'(3)
125'(2A)
Br. No. 8346
Double Yellow temp striper
25' ctrs.
S.34°41'E.
Barricades/ Flashers
3C
3C
+83
25'(3)
25'(3)
80'
125'(2A)
3
3B
3A
16" Water
100'
90'
End Cones
116+12.57 P.O.T. 14' Lt.
TN 116+17.00 P.I.

N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway


THE DALLES-CALIFORNIA HWY.
110
115
107+92.99 P.T.
+06
6
2C
2C
2
25'(3)
25'(3)
125'(2A)
Double Yellow temp. striper
Barricades/ Flashers
Br. No. 8346
25' ctrs.
S.34°41'E.
3C
3C
End Cones,
+83
25'(3)
25'(3)
3
80'
125'(2A)
16" Water
3B
3A
100'
90'
80'
S.36°09'E.
116+12.57 P.O.T. 14'Lt.
TN 116+17.00 P.I.
TN 117+31.87 P.S.
+12.57 P.O.T. Bk. =
116+17.00 P.O.T. Ah.
7
116+90.00 P.S.
R/

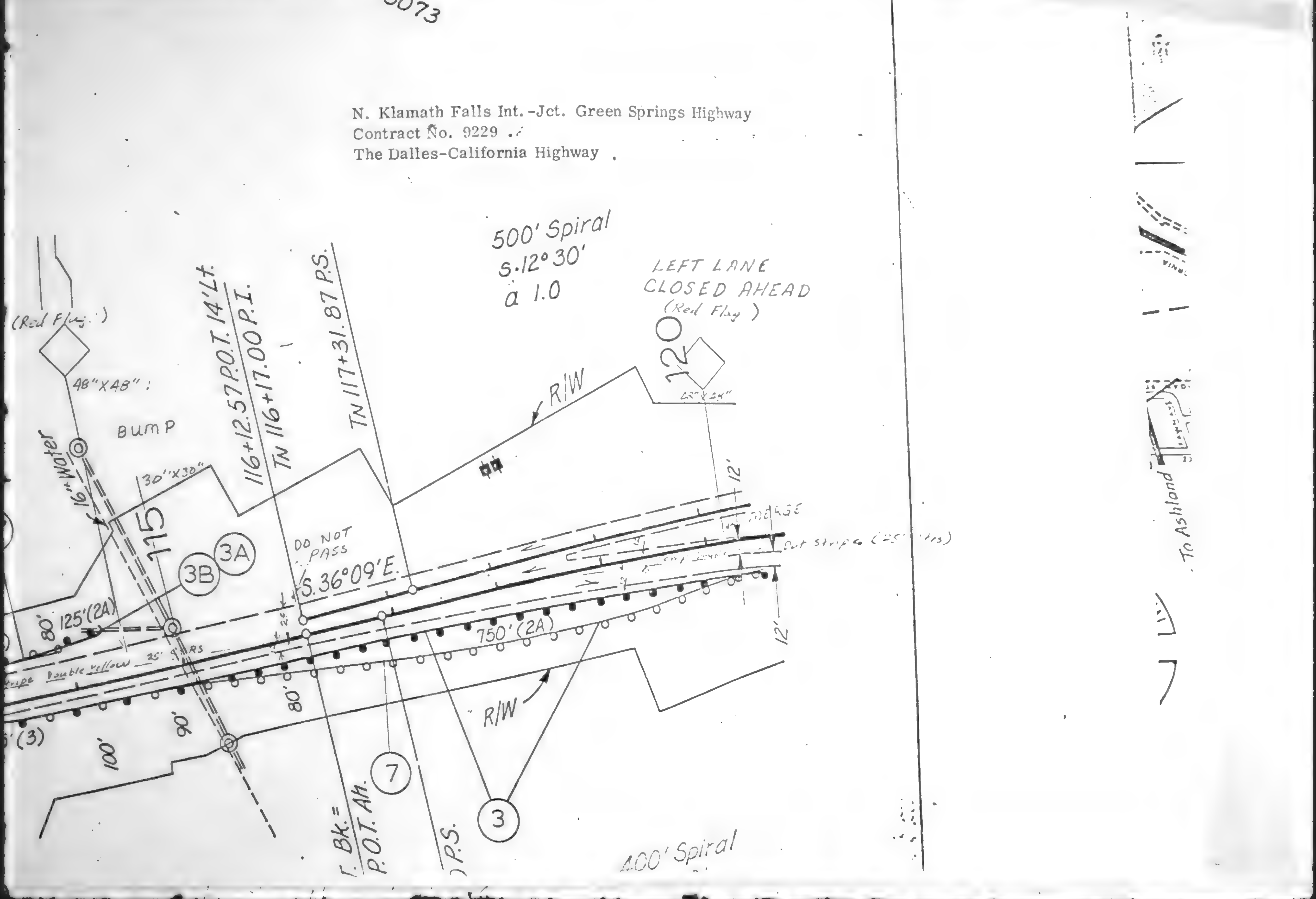
U93073

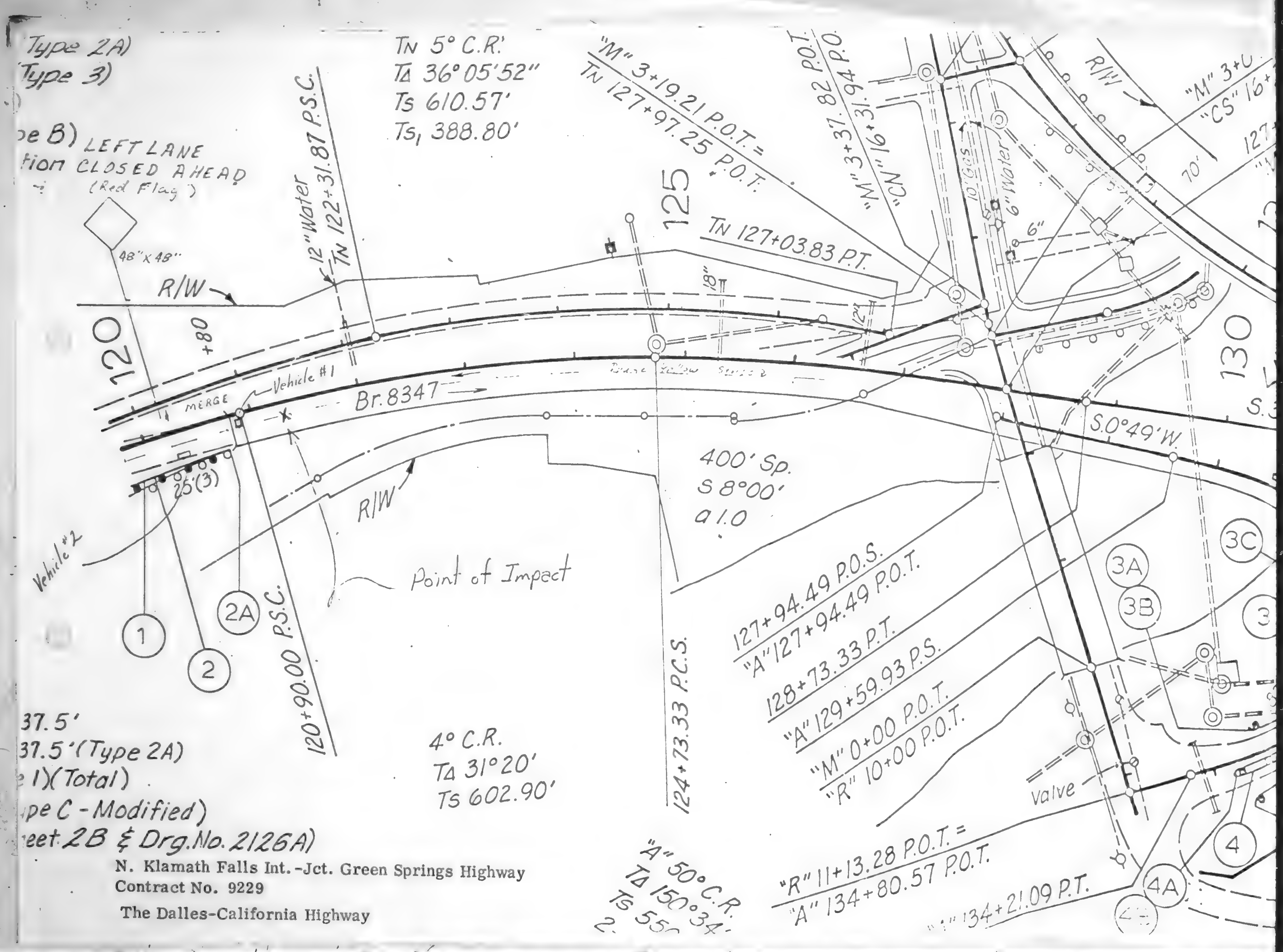
N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway


500' Spiral
S.12°30'
a 1.0
LEFT LANE
CLOSED AHEAD
(Red Flag)
(Red Flag)
48"X48"
BUMP
16" Water
30"X30"
116+12.57 P.O.T. 14' Lt.
TN 116+17.00 P.I.
TN 117+31.87 P.S.
R/W
120
12'
IFORNIA HWY.
3
115
3A
3B
3C
3C
+83
25'(3)
80'
125'(2A)
DO NOT PASS
S.36°09'E.
Temp stripe Double Yellow 25' Bars
S.34°41'E.
25'(3)
100'
90'
80'
750'(2A)
R/W
12'
7
3
T. Bk. =
P.O.T. Ah.
P.S.
400' Spiral
Dot stripe (25' ...rs)
12

0093073

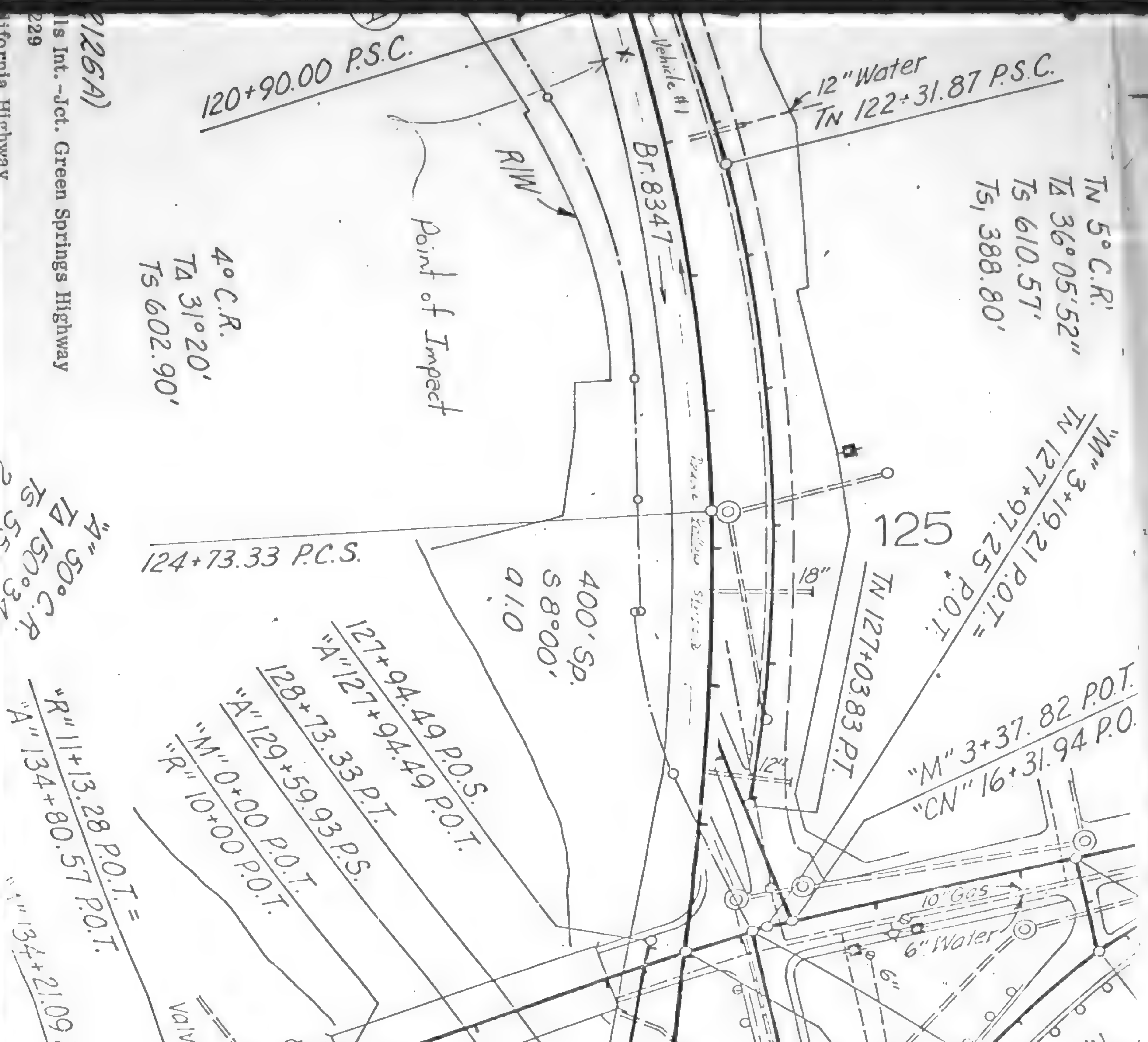
N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway

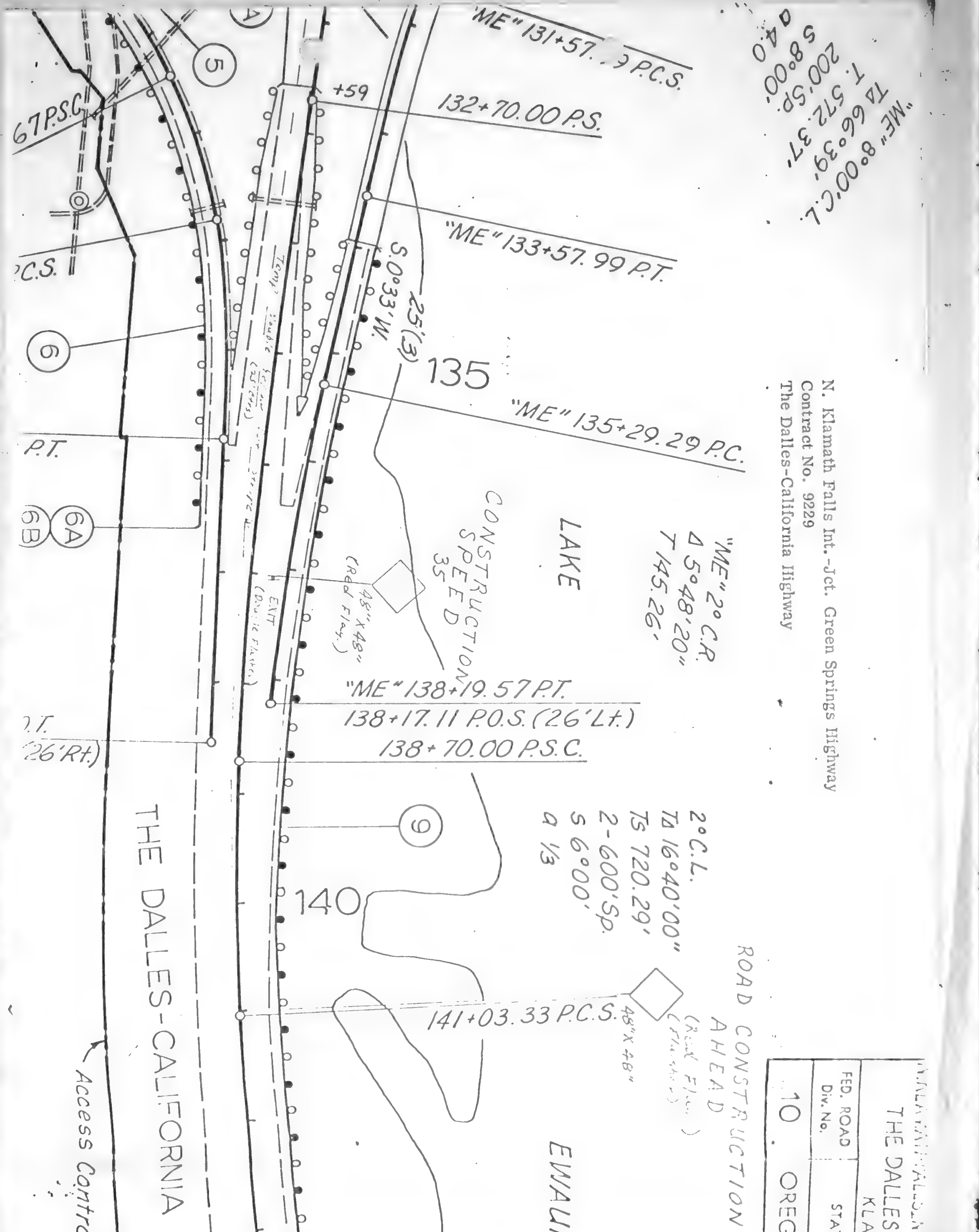

500' Spiral
S.12°30'
a 1.0
LEFT LANE
CLOSED AHEAD
(Red Flag)
120
(Red Flag)
48"X48"
BUMP
16" Water
30"X30"
115
116+12.57 P.O.T. 14' Lt.
TN 116+17.00 P.I.
TN 117+31.87 P.S.
R/W
12'
MERGE
Out stripe (25' ...)
DO NOT
PASS
S.36°09'E.
3B
3A
80'
125'(2A)
750'(2A)
Double Yellow 25' ...
80'
90'
100'
(3)
R/W
T. Bk. =
P.O.T. Ah.
7
P.S.
3
400' Spiral
To Ashland



(Type 2A)
(Type 3)
pe B) LEFT LANE
tion CLOSED AHEAD
(Red Flag)
48"x48"
R/W
120
+80
MERGE
Vehicle #1
Br. 8347
25'(3)
Vehicle #2
1
2
2A
120+90.00 P.S.C.
R/W
Point of Impact
12" Water
TN 122+31.87 P.S.C.
TN 5° C.R.
TΔ 36°05'52"
Ts 610.57'
Ts1 388.80'
125
18"
12"
124+73.33 P.C.S.
400' Sp.
S 8°00'
a 1.0
TN 127+03.83 P.T.
"M" 3+19.21 P.O.T. =
TN 127+97.25 P.O.T.
"M" 3+37.82 P.O.T.
"CN" 16+31.94 P.O.
10' Gas
6" Water
6"
70'
R/W
"M" 3+0
"CS" 16+
127
130
S.0°49'W.
3A
3B
3C
3
127+94.49 P.O.S.
"A" 127+94.49 P.O.T.
128+73.33 P.T.
"A" 129+59.93 P.S.
"M" 0+00 P.O.T.
"R" 10+00 P.O.T.
4° C.R.
TΔ 31°20'
Ts 602.90'
37.5'
37.5' (Type 2A)
e 1)(Total)
pe C-Modified)
eet 2B & Drg. No. 2126A)
"A" 50° C.R.
TΔ 150°34'
Ts 55
Valve
"R" 11+13.28 P.O.T. =
"A" 134+80.57 P.O.T.
134+21.09 P.T.
4
4A

N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway


(P126A)
ls Int. -Jct. Green Springs Highway
229
ifornia Highway
120+90.00 P.S.C.
12" Water
TN 122+31.87 P.S.C.
Vehicle #1
R/W
Br. 8347
Point of Impact
TN 5° C.R.
TΔ 36°05'52"
Ts 610.57'
Ts1 388.80'
4° C.R.
TΔ 31°20'
Ts 602.90'
"A" 50° C.R.
TΔ 150°3
Ts 55
124+73.33 P.C.S.
125
400' SP.
S 8°00'
a 1.0
18"
TN 127+03.83 P.T.
"M" 3+19.21 P.O.T. =
TN 127+97.25 P.O.T.
127+94.49 P.O.S.
"A" 127+94.49 P.O.T.
128+73.33 P.T.
"A" 129+59.93 P.S.
"M" 0+00 P.O.T.
"R" 10+00 P.O.T.
"R" 11+13.28 P.O.T. =
"A" 134+80.57 P.O.T.
"A" 134+21.09 P.T.
"M" 3+37.82 P.O.T.
"CN" 16+31.94 P.O.
12"
10" Gas
6" Water
6"
Valve
S.0°49'W.
R/W
70'
"M" 3+07.
"CS" 16+36.40
127+97.49 P.O.S.
"11" 2+60.50 P.O.T.
130
130
LINK
S.3°21'00"E.
11
RIVER
"ME" 131+57.9
3A
3B
3C
3
4A
4
6E
6A
5A
87'(2A)
25'(3)
24"



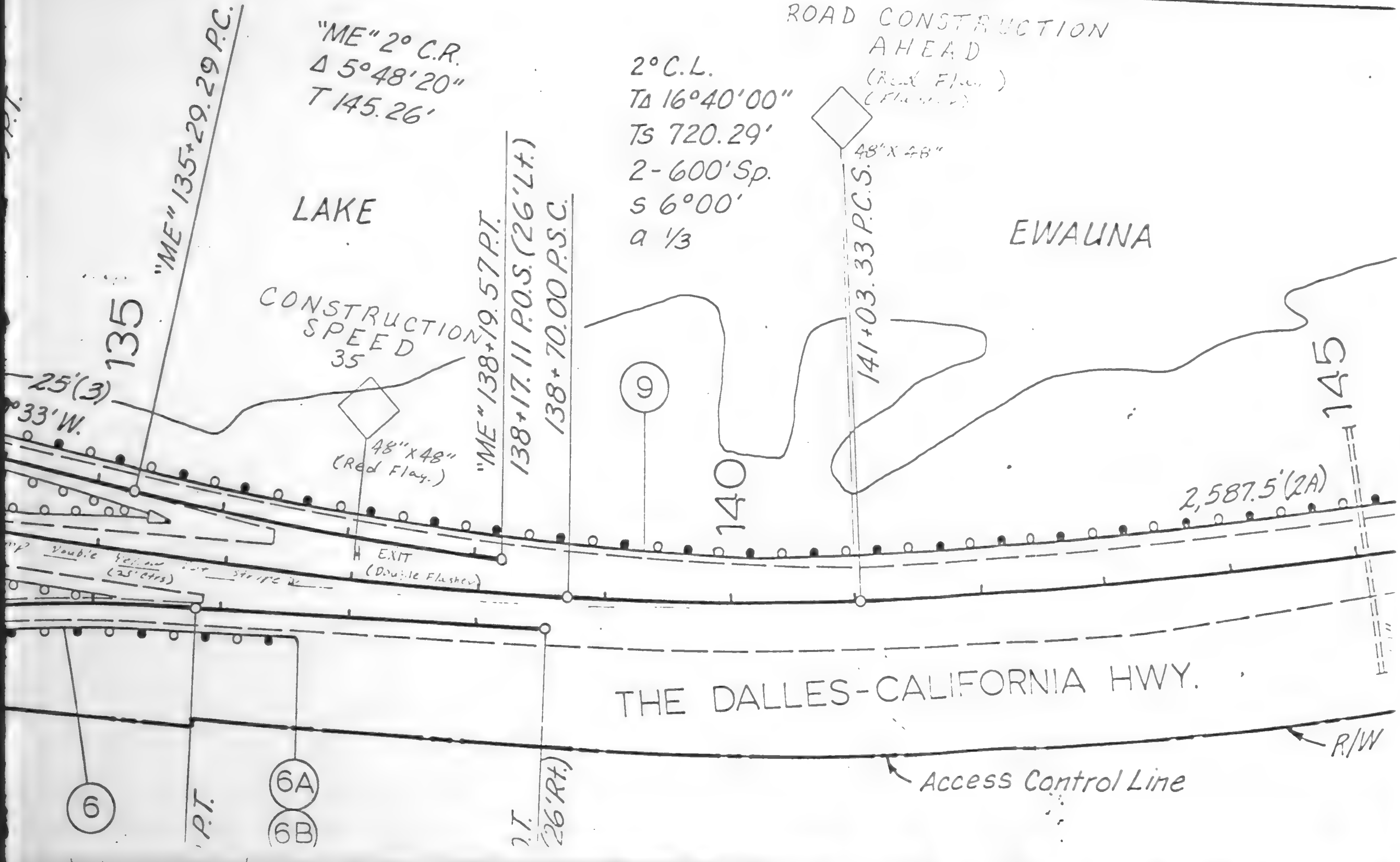
N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway

"ME" 131+57.99 P.C.S.
"ME" 8°00' C.L.
TΔ 66°39'
T. 572.37'
200' Sp.
S 8°00'
a 4.0
67 P.S.C.
5
+59
132+70.00 P.S.
P.C.S.
"ME" 133+57.99 P.T.
S.0°33' W.
25' (3)
Temp. Double Yellow (Solid) Stripe
6
135
"ME" 135+29.29 P.C.
P.T.
6A
6B
LAKE
"ME" 2° C.R.
Δ 5°48'20"
T 145.26'
CONSTRUCTION SPEED 35
48" x 48" (Red Flag)
EXIT (Double Flasher)
"ME" 138+19.57 P.T.
138+17.11 P.O.S. (26' Lt.)
P.T.
(26' Rt.)
138+70.00 P.S.C.
9
2° C.L.
TΔ 16°40'00"
TS 720.29'
2-600' Sp.
S 6°00'
a 1/3
140
ROAD CONSTRUCTION AHEAD
48" x 48" (Red Flag) (Flashers)
141+03.33 P.C.S.
THE DALLES-CALIFORNIA H
Access Control L
EWAUNA
THE DALLES-CA
KLAMA
FED. ROAD DIV. No.
STATE
10
OREGO

N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway

[illegible]
THE DALLES-CALIFORNIA HIGHWAY
KLAMATH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	FR-4-1 (11)


"ME" 2° C.R.
Δ 5°48'20"
T 145.26'
"ME" 135+29.29 P.C.
135
25'(3)
°33'W.
LAKE
CONSTRUCTION
SPEED
35
48"x48"
(Red Flag.)
EXIT
(Double Flasher)
Double Yellow ... Stripe
(25' ctrs)
"ME" 138+19.57 P.T.
138+17.11 P.O.S. (26' Lt.)
138+70.00 P.S.C.
2° C.L.
TΔ 16°40'00"
Ts 720.29'
2-600' Sp.
s 6°00'
a 1/3
ROAD CONSTRUCTION
AHEAD
(Red Flag.)
(Flasher)
48"x48"
141+03.33 P.C.S.
9
140
EWAUNA
2,587.5'(2A)
145
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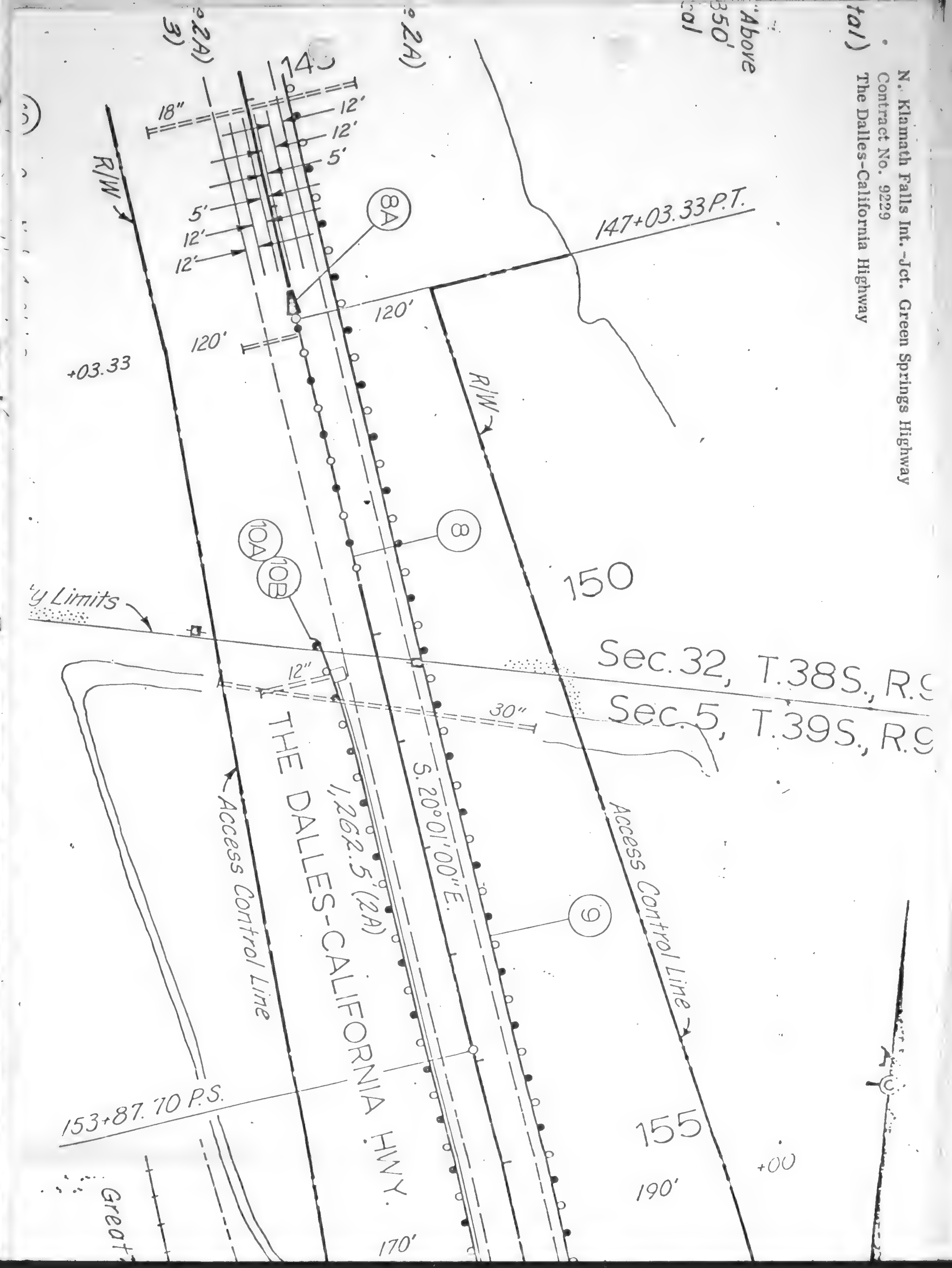
P.T.
6A
6B
P.T.
(26' Rt.)
THE DALLES-CALIFORNIA HWY.
R/W
Access Control Line

N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway



(2A)
3)
(2A)
tal)
"Above
350'
col
149
18"
12'
12'
5'
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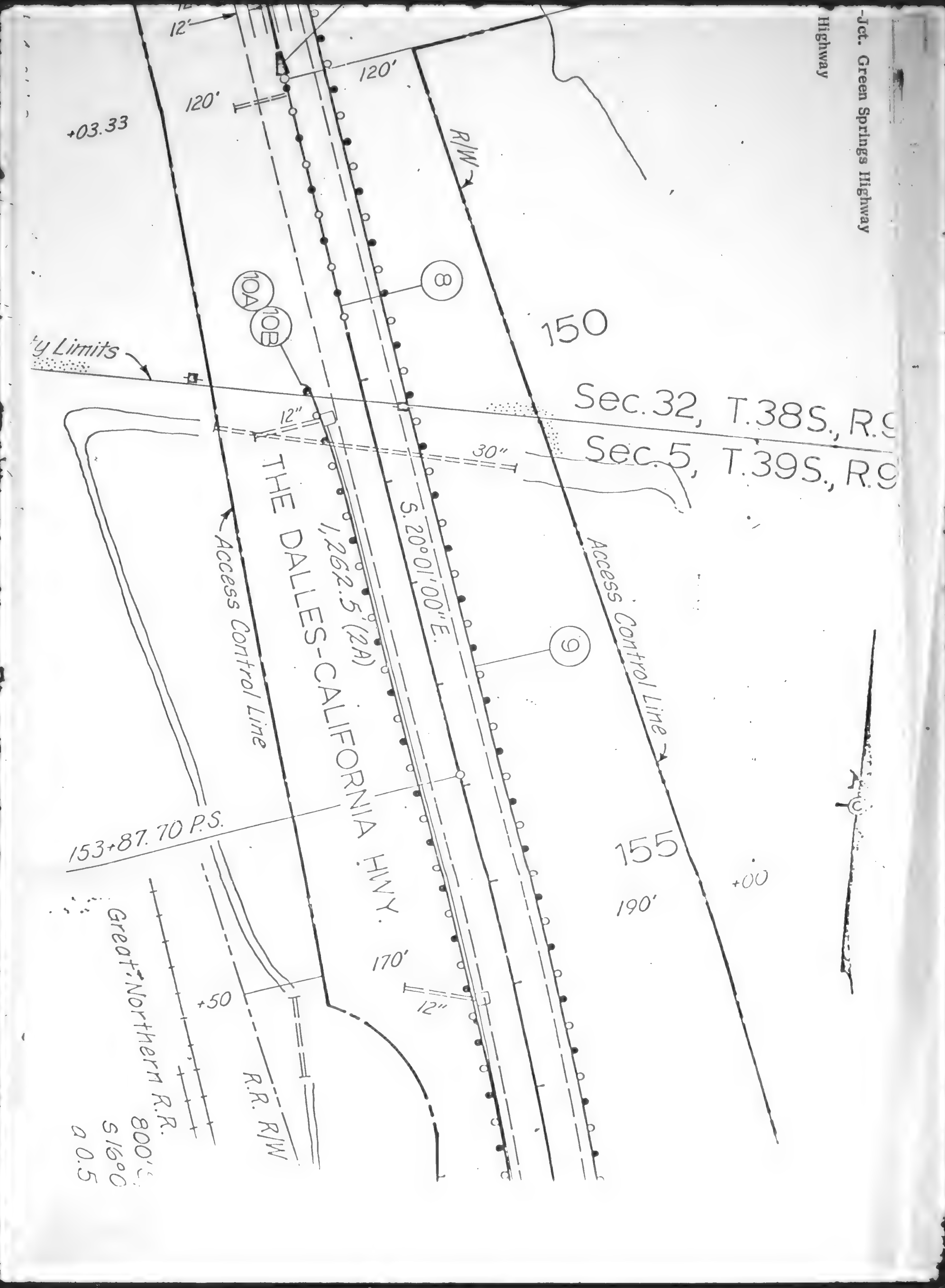
R/W
8A
147+03.33 P.T.
120'
120'
+03.33
R/W
8
10A
10B
150
y Limits
Sec. 32, T.38S., R.9
Sec. 5, T.39S., R.9
12"
30"
S. 20°01'00"E.
1,262.5' (2A)
THE DALLES-CALIFORNIA HWY.
Access Control Line
Access Control Line
9
153+87.70 P.S.
155
+00
190'
170'
Great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y Limits
Sec.32, T.38S., R.9
Sec.5, T.39S., R.9
12"
30"
THE DALLES-CALIFORNIA HWY.
1,262.5' (2A)
S.20°01'00"E.
Access Control Line
Access Control Line
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190'
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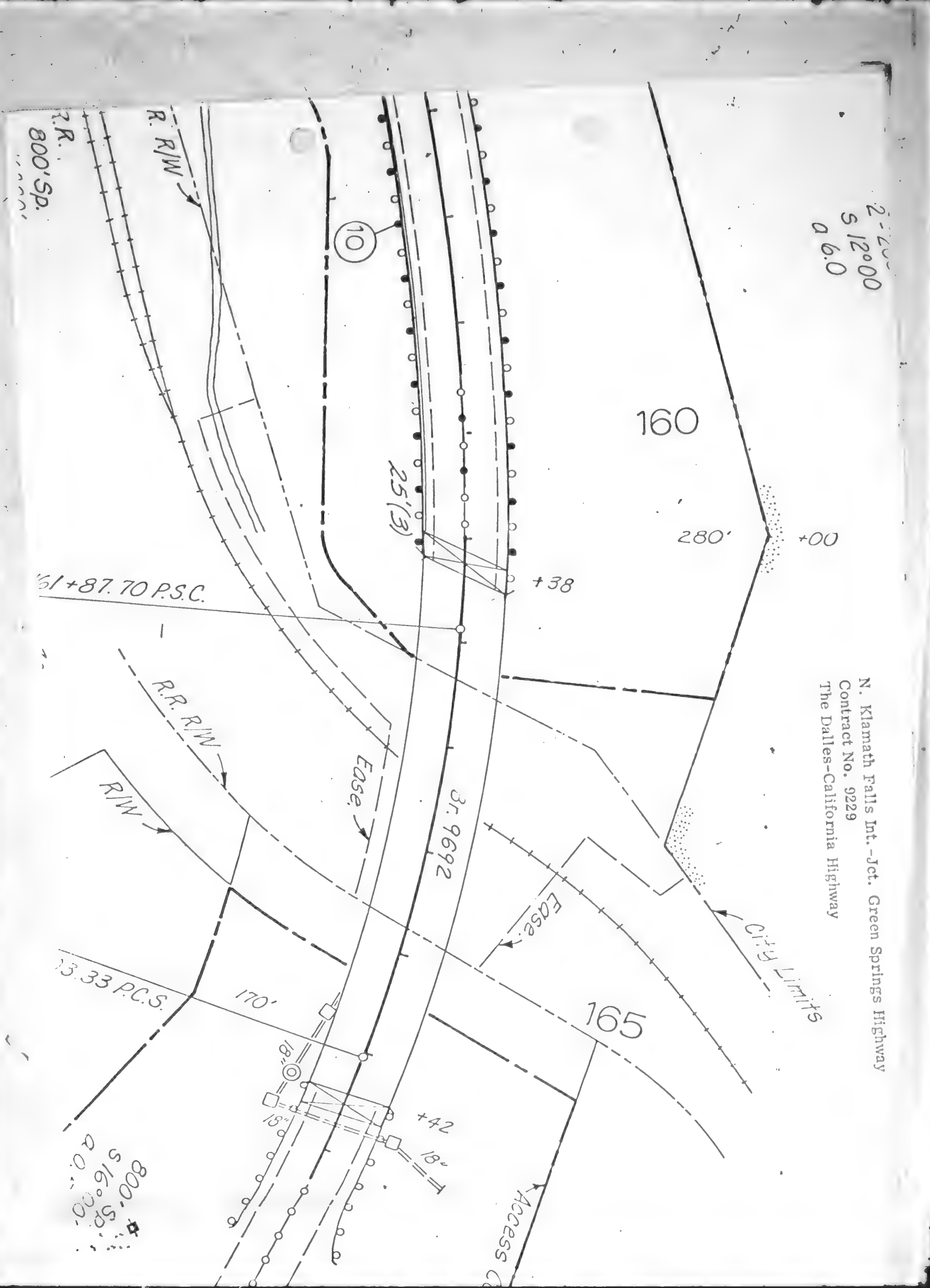
R.R.
800' Sp.
R. R/W
10
2-
S 12°00
a 6.0
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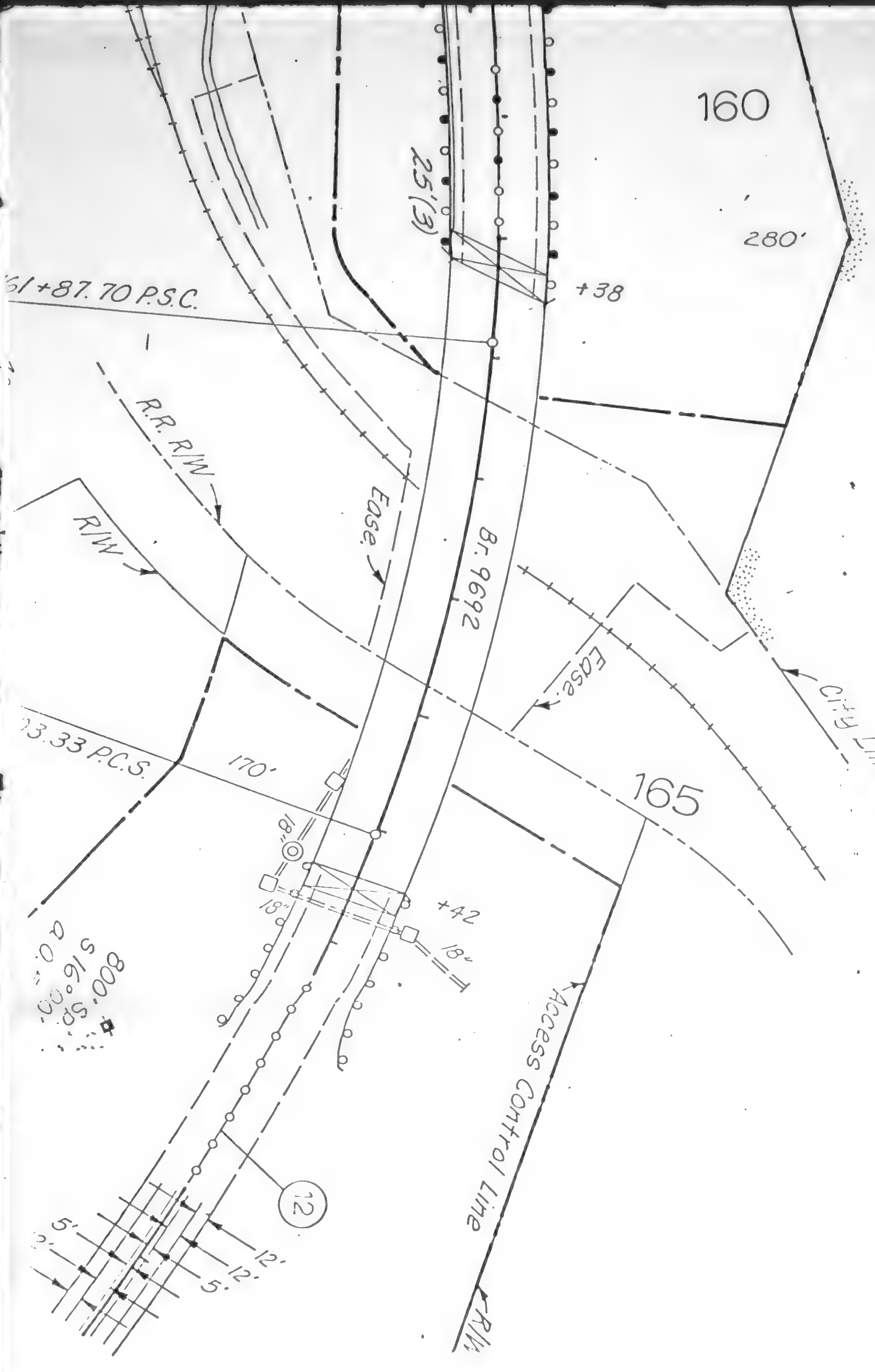
25'(3)
280'
+00
+38
61+87.70 P.S.C.
R.R. R/W
Ease.
R/W
3r. 9692
Ease.
City Limits
165
3.33 P.C.S.
170'
18"
18"
+42
18"
800' Sp.
S 16°00
a 0.
Access

N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway


160
25'(3)
280'
+00
+38
61+87.70 P.S.C.
R.R. R/W
R/W
Ease.
Br. 9692
Ease.
City Limits
03.33 P.C.S.
170'
165
18"
18"
+42
18"
800' Sp.
s16°00'
12
12'
12'
5'
5'
Access Control Line
R/W

N. Klamath Falls Int.-Jct. Green Springs Highway
Contract No. 9229
The Dalles-California Highway

9229

5-P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Klamath Falls - Green Springs Int.
Date April 30, 1981
Highway The Dalles - California
Contract No. 9229
County Klamath
Prefix 18 - 1001 ~~- 900~~
Contractor Stukel Rock & Paving
F. A. Project No. FR-4-1(11)
Address PO Box 235, Klamath Falls, OR. 97601
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Pavement grinding by use of rotomill at the ends of the G.N.R.R. Structure where C.T.B. (In Place) has been eliminated.

Location by station numbers: 159 to 169

Estimate of quantities and cost:

Labor:	$	684.00
Equipment:		4759.00
Materials:		0.00
Total	$	5443.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Grinding was not called for by the specifications and the work will be done as directed and payment will be made as set forth in section 109 of the standard specifications and/or the special provisions for this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 3,413,414.81
Present estimate of project costs, including $ 5443.00 for work under this order	$ 3,413,414.81
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0%

Space to right of this line is for use of Salem Office

Submitted by: Wayne F. Cobine, Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer
For:

Approved, Construction Engineer
5-4-81

Approval Recommended: Regional Engineer
5/7/81 Approval Recommended

DS 5-7-81

NOTED
D. O. Christensen

SP-79604-734

7229

L.

STATE OF OREGON

INTEROFFICE MEMO
CON 5
9229

TO: Memo to the file

DATE: April 27, 1981

FROM: Wayne F. Cobine,
Resident Engineer

SUBJECT: Vehicle Accident
N. Klamath Falls - Green Springs Int.
The Dalles - California Hwy.

copied 3-4
114

On Tuesday, April 14, 1981 at about 7:50 pm, a 1968 Ford 4-door wagon, license FLD-237 hit the median rail at about station 225 + 00 northbound.

Since this accident happened out of any work areas that day and in the evening the only information available is the police report (copy attached).

Photo's of the damage to the median rail are on file in the residents office.

WFC/jdm
enc.
cc: Construction
Region

RECEIVED
APR 28 1981
CONSTRUCTION BRANCH
ASHE
CAE
FOE
QCE
SCS
EEO
OM
CA
LE
TC
FE
CP

Contains Recycled Materials

TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON ☐ FATAL ☒ INJURY ☐ PROP. DAMAGE Dept. Sheriff City: County Klamath Page of

Case No. 81-372
Classification:
2. Date Occurred 4-14-81
3. Time Occurred 7:50 ☐ AM ☒ PM
4. Reported Date 4-14-81
5. Reported Time 7:50 ☐ AM ☒ PM

1. ACCIDENT INVOLVED:
- ☐ One Other MV
- ☐ Three or More MV's
- ☐ Pedestrian
- ☐ Motorcycle
- ☐ Bicycle/Tricycle
- ☒ Fixed Object
- ☐ Non-Collision
- ☐ Animal
- ☐ Other
- ☐ City, County, State Property Damaged

Describe.

COMPUTER ENTRY:
Persons ☐ Booking ☐
Vehicle ☐ LEDS ☐
Crime ☐ NCIC ☐
Property ☐

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Distribution.

Do Not Write In This Space

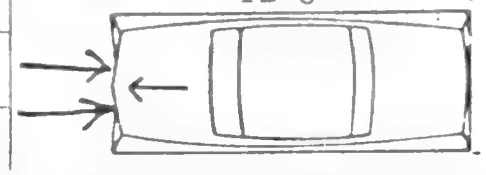
6. Location of Occurrence (Route No. or Name) Highway 97 North
7. At Intersection of (Route No. or Name) N/A
8. If not at Intersection ☐ Feet ☒ Miles N ☒ S ☐ E ☐ W ☐ 1/4 Mile (Intersecting highway or street, landmark or house no.) Highway 66
9. Mile Post N/A
10. 2 Miles N ☐ S ☒ E ☐ W ☐ of Nearest City Klamath Falls, Oregon

INJURY CODE: (Mark the first one that applies)
K – DEAD BEFORE REPORT MADE
A – INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

SEAT BELT CODE: None Installed - O; Lap Installed - L, In Use - LL; Shoulder Installed - S, In Use - SS; Airbag Installed - A, In Use - AA

UNIT No. 1 - MOTOR VEHIC

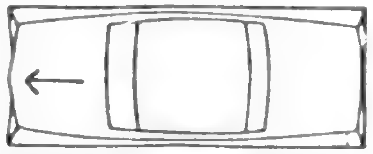
DR 11. FULL NAME (Last) (First) (Middle) Wilder, Margaret Ella
Computer #
12. Address 2930 Miller Island Road, Klamath Falls
13. Sex F 14. Race W 15. D.O.B. 11-28-20 16. Seat Belt SS 17. EJ -
19. Operator License No. 691722
20. Issuing State Oregon
21. Type (Specify) A
22. Residence Phone 884-8733
23. Business Phone N/A
Seat 24. Occupant's Name None
Computer # 25. Address and Phone
26. Sex 27. Race 28. D.O.B. 29. Seat Belt 30. EJ
32. 33. 34. 35. 36. 37. 38.
40. 41. 42. 43. 44. 45. 46.
48. Owner's Name and Address SA#11
49. Odometer Reading Unknwon
50. License No. FLD237
51. License State Oregon
52. License Year 1982
53. Veh. removed by/to BOB & LARRY'S TOWING
54. Vehicle year 1968
55. Make Ford
56. Model 4-D Wagon
57. Body Style Wagon
58. Color White
59. Damage Scale FD-6



60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☐ Yes X No

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR 61. FULL NAME (Last) (First) (Middle) (FIXED OBJECT) GARD RAIL
Computer # 62. Address STATE OF OREGON HIGHWAY DEPARTMENT
63. Sex 64. Race 65. D.O.B. 66. Seat Belt 67. EJ
69. Operator License No. N/A
70. Issuing State
71. Type (Specify)
72. Residence Phone
73. Business Phone
Seat 74. Occupant's Name
Computer # 75. Address and Phone
76. Sex 77. Race 78. D.O.B. 79. Seat Belt 80. EJ
82. 83. 84. 85. 86. 87. 88.
90. 91. 92. 93. 94. 95. 96.
98. Owner's Name and Address OREGON STATE HIGHWAY DEPARTMENT
99. Odometer Reading
100. License No.
101. License State
102. License year
103. Veh. removed by/to
104. Vehicle year /
105. Make
106. Model
107. Body Style
108. Color
109. Damage Scale



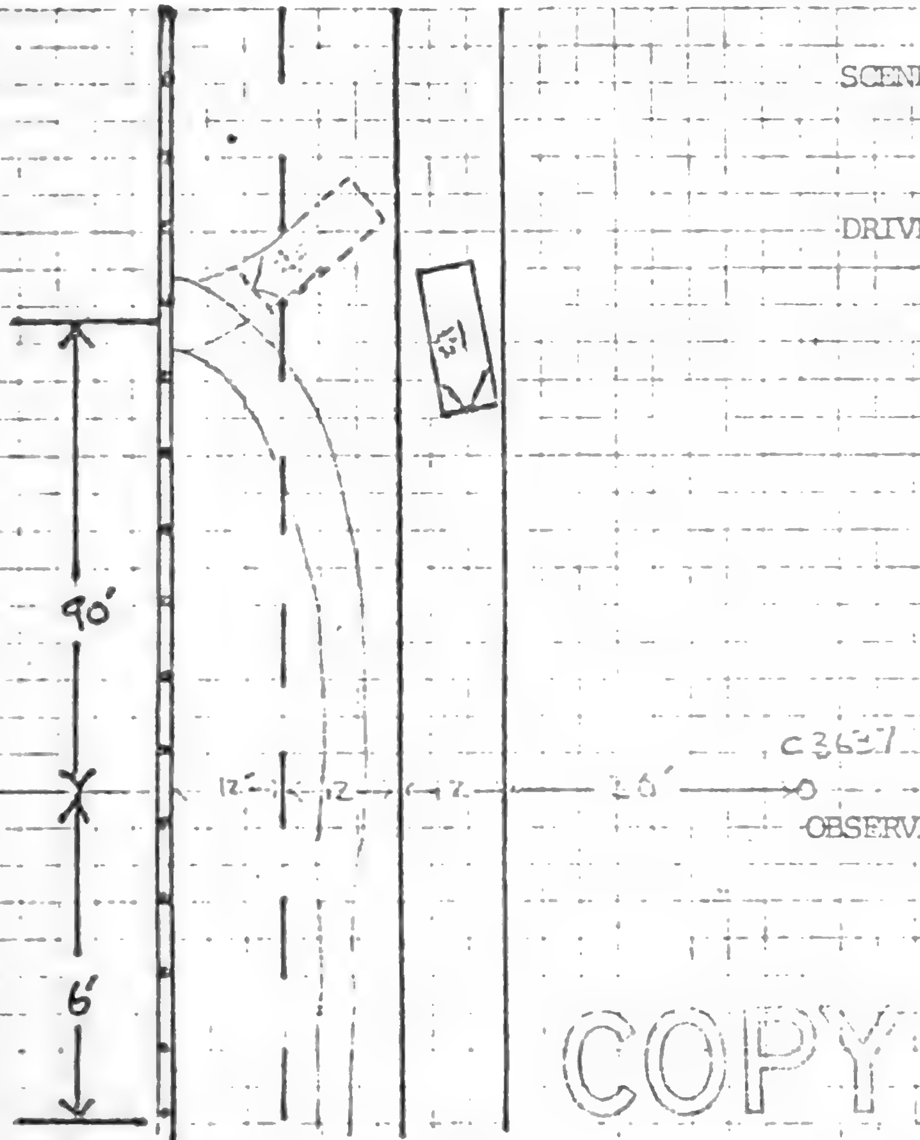
110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☐ Yes ☐ No

111. Actions Taken (Citations, etc.) SEE OFFICERS REPORT
112. Primary Cause
113. Secondary Cause
Reporting Officer(s) Warren L. Hopson Warren L. Hopson 4414
Prec./Div. Relief Shift Asst. Dist. Times ARR: CLR: Approved by

114 Weather (x) one	115. Road Cond (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN
☒ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ CLOUDY ☐ OTHER	☑ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER	☑ DAYLIGHT ☐ DAWN or DUSK ☐ DRKNS/Lighted ☒ DRKNS/Unlighted ☐ OTHER	Skidmarks to impact (ft.) Distance Travel'd after impact (ft) Stated spd. before impact (MPH) Designated speed for area (MPH)			☐ YES ☐ NO Describe:	INJURED TAKEN TO: BY:

WITNESSES:
NAME RES. ADDRESS & PH.
NAME RES. ADDRESS & PH.

DRAW SKETCH
INDICATE NORTH
(By Arrow)



Sgt. Warren L. Hopson 4414

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

SCENE: THE HIGHWAY IS A MAJOR ROADWAY MADE UP OF FOUR LANES. THE FOUR LANES ARE DIVIDED BY A CENTER GARD RAIL. TWO LANES DIVIDED BY A BROKEN YELLOW LINE.

DRIVER # 1:

DRIVER #1 STATED THAT SHE WAS NORTH BOUND IN THE CENTER LANE OF TRAFFIC. SHE CAME UP ON THE BACK OF A NORTH-BOUND TRUCK AND TRAILER RIG. AS SHE CHANGED LANES THE TRUCK DID ALSO AND ALMOST HIT THE FRONT OF HER VEHICLE. DRIVER #1 STATED THAT SHE HIT THE BRAKES TO AVOID A COLLISION AND LOST CONTROL OF HER VEHICLE. AS SHE LOST CONTROL THE VEHICLE SPUN ACROSS THE ROAD FROM THE RIGHT TRAFFIC LANE TO THE CENTER LANE AND INTO THE CENTER GARDRAIL. THE DRIVER STATED THAT SHE RECEIVED MINOR INJURIES AND REFUSED TO GO TO THE HOSPITAL FOR EXAMINATI THE DRIVER ALSO INDICATED THAT SHE WAS UNABLE TO OBTAIN A DESCRIPTION ON THE SUSPECT VEHICLE OR OBTAIN A LICENS NUMBER.

OBSERVATIONS:

UPON ARRIVAL AT THE SCENE WRITER OBSERVED THAT THE VICTIMS VEHICLE HAD BEEN PUSHED FROM THE ROADWAY BY SEVERAL CITIZENS THAT HAD STOPPED TO ASSIST. A JOHN GIL OF 17906 HAYMAKER LN, KENO STATED HE SAW THE TAILEND OF THE ACCIDENT. GILLER STATED HE SAW THE VEHICLE OUT OF CONTROL AND HITTING THE GARDRAIL. BUT HE DID NOT SEE THE TRUCK CUT THE VICTIM OFF.

VEHICLE WAS REMOVED FROM THE SCENE AT VICTIMS REQUEST BY A LOCAL TOWING COMPANY. WRITER NOTED THAT THE VEHIC RECEIVED MAJOR DAMAGE TO THE FRONT. NO CITATIONS WERE ISSUED. WRITER HAS NO FURTHER INFORMATION. REQUEST C BE CLOSED FOR LACK OF INFORMATION ON SUSPECT VEHICLE.

SUPPLEMENTAL, IF REQUESTED:

STATE COPY

3 10-8

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon
DATE OF INSPECTION 3-10-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. FR-4-1(11)

IN COMPANY WITH
W. Cobine, Resident Engineer, OSHD

LOCATION
Between the N. KLamath Falls Interchange and Green Springs Highway Interchange on The Dalles-California Highway in Klamath Falls, Klamath County, Oregon.

CONTRACTOR NAME AND ADDRESS
Stukel Rock and Paving, Inc., P.O. Box 235, Klamath Falls, Oregon 97601

AWARD DATE 1[illegible]-26-80	CONTRACT AMOUNT $2,844,124.50	TIME ALLOWED 250 calendar work days	TIME STARTED 3-1-81	WORK STARTED 1-20-81
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 2	WORK COMPLETED 2	

REMARKS

N. KLAMATH FALLS INTERCHANGE-JCT. GREEN SPRINGS HWY. SECTION
THE DALLES-CALIFORNIA HIGHWAY
Paving

This project provides for the resurfacing of approximately 5.46 miles of existing highway. Also included is related traffic safety work.

The contractor is presently adjusting the median barrier at the south end of the project. This work is progressing in a very satisfactory manner. Traffic control signing for this operation was reviewed and found to be satisfactory.

RECEIVED
STATE HWY [illegible]
MAR 19 '81
REFER TO
[illegible]
FOR
Info | Inves | R&D | D[illegible] | Sign | Act | File

Form FHWA-1446 (12-73) Formerly PR-33 A
Previous Editions of PR-33A will Not Be Used.

#7227 3-6-81 Contract 9229 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-4-1(11)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Klamath
3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80264
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/81
8. FEDERAL ROUTE NUMBER Primary 4
9. STATE ROUTE NUMBER Primary 4
10. GENERAL LOCATION:

North Klamath Falls Interchange - Junction of Green Springs Highway

11. GENERAL DESCRIPTION OF WORK

Furnish replacement guardrail to contractor

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 2/18/81, as requested in Mr. Keasey's letter of 2/19/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $2,700 Federal Funds $2,380.

(The above authorization does not required an additional obligation of funds at this time)

1 '81
REFER TO
Mechling

14. DATE 3/6/81
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12 79) PREVIOUS EDITIONS MAY BE USED

9229

P

CON 5

DATE: January 30, 1981

TO: Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
1[illegible]-4-1(11)

- different

Contract 9229, Work Started January 21, 1981

Project N. Klamath Falls Intchge.-
Jct. Green Spr. Hwy.

Highway The Dalles-Calif.

County Klamath

RDC:mk

cc: R. D. Church

9229

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12 - 135	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/18/80	te Oregon County Klamath Project No. FR-4-1(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, Green Springs Intchge., N. 5.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-80	5.46
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,369,177.00	$ 2,969,929.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XX By For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator DEC [illegible] 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 2, 1980

Federal Aid Project
No. FR-4-1(11)

N. Klamath Falls Intchge.-Jct. Green Springs Hwy.
The Dalles-California Highway
Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (M.P. 272.15 to M.P. 277.61)

Mobilization			All Required	$ 23,970.00
Temporary Protection and Direction of Traffic			All Required	21,000.00
Temporary Signs	1,077	Sq. Ft.	6.50	7,000.50
Temporary Barricades	24	Each	100.00	2,400.00
Temporary Plastic Safety Markers	50	Each	65.00	3,250.00
Temporary Delineators	350	Each	21.00	7,350.00
Flagmen	1,350	Hour	27.00	36,450.00
Pilot Car	350	Hour	29.00	10,150.00
Sequential Arrow Signs	2	Each	4,750.00	9,500.00
Removal of Structures and Obstructions			All Required	19,500.00
Embankment In Place	240	Cu. Yd.	12.00	2,880.00
Trench Excavation	70	Cu. Yd.	35.00	2,450.00
Finishing Roadbed and Slopes			All Required	10,500.00
Watering	250	M-Gal.	2.50	625.00
Aggregate Shoulders	15,000	Ton	9.75	146,250.00
Cement Treated Base	17,850	Ton	6.50	116,025.00
Cement for Treated Base	900	Ton	115.60	104,040.00
Class "B" Asphalt Concrete Mixture	70,000	Ton	13.75	962,500.00
Asphalt Cement in Mixture	4,550	Ton	185.00	841,750.00
Asphalt in Tack Coat	110	Ton	250.00	27,500.00
12-inch Culvert Pipe	136	Lin. Ft.	10.00	1,360.00
18-inch Culvert Pipe	8	Lin. Ft.	69.00	552.00
Concrete Inlets, Type G-2M	1	Each	1,050.00	1,050.00
Concrete Inlets, Type B	1	Each	1,050.00	1,050.00
Guard Rail, Type 2A	17,878	Lin. Ft.	6.00	107,268.00
Guard Rail, Type 3	650	Lin. Ft.	13.00	8,450.00
Metal Median Barrier	1,350	Lin. Ft.	17.00	22,950.00
Guard Rail Anchors, Type 1	34	Each	290.00	9,860.00

Extra for Guard Rail Bridge Connections	24 Each	315.00	7,560.00
Rail End Pieces, Type B	5 Each	45.00	225.00
Rail End Pieces, Type C	29 Each	85.00	2,465.00
Rail End Pieces, Type C Modified	1 Each	75.00	75.00
Concrete End Pieces	2 Each	1,200.00	2,400.00
Adjusting Metal Median Barrier	8,125 Lin. Ft.	3.50	28,437.50
Type 2 Fence	400 Lin. Ft.	5.50	2,200.00
Extra for Asphalt Approaches	21 Each	250.00	5,250.00
Drainage Curbs	1,017 Lin. Ft.	3.00	3,051.00
Delineators	450 Each	14.75	6,637.50
Impact Attenuator		All Required	18,500.00
Concrete Dams, Bridge No. 8344	280 Lin. Ft.	77.00	21,560.00
Concrete Dams, Bridge No. 8345	335 Lin. Ft.	77.00	25,795.00
Concrete Dams, Bridge No. 8346	206 Lin. Ft.	77.00	15,862.00
Concrete Dams, Bridge No. 8352	158 Lin. Ft.	77.00	12,166.00
Concrete Dams, Bridge No. 8510	146 Lin. Ft.	77.00	11,242.00
Raise Deck Joints, Bridge No. 9693		All Required	6,600.00
Raise Deck Joints, Bridge No. 9694		All Required	33,000.00
Asphalt Membrane	10,350 Sq. Yd.	8.50	87,975.00
Removal of Existing Sign Installations		All Required	1,950.00
Sign Support Footings		All Required	11,000.00
Breakaway Sign Posts		All Required	3,150.00
Single Post Breakaway Sign Posts		All Required	1,490.00
Install State Furnished Sign Bridge		All Required	15,000.00
Type "A" Signs in Place	332 Sq. Ft.	16.50	5,478.00
Move and Reinstall Existing Type "A" and Ice Signs		All Required	500.00
Sign Illumination Equipment		All Required	6,925.00
			$2,844,124.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 7,500.00
Asphalt Cement Adjustment	All Required	140,000.00
On the Job Trainees (4 at $800)	All Required	3,200.00
		$ 150,700.00
	SUBTOTAL	$2,994,824.50
	Engineering	374,352.50
	TOTAL	$3,369,177.00

Length of Project ------------- 5.46 mi.
Cost of Roadway Per Mile ------$617,065.38

Work Retained in Program Status
(not included in amounts below)

S.F. Guardrail Members	All Required	$ 962.00
Deck Repair Br. #8345 + 8346	All Required	30,000.00
Removal of 5 Poles w/luminaires	All Required	1,000.00
State Furnished Sign Bridge	All Required	1,360.00

Federal Funds (88.15%)---------$2,969,929.00
State Funds ------------------- 399,248.00
TOTAL $3,369,177.00

Group 5-100%
Contract No. 9229
Prefix - 18-1941
Prefix - 18-1001

N.K. Falls Int.-Jct. Green Springs Hwy.
Nonparticipating - State Work

State Responsibility for Damages	All Required	$	6,000.00

9529 B/ll 8-1-80

4

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-4(-)
N. Klamath Falls Interch -
Green Springs Highway Interch
The Dalles - California Highway
Design Variations
(Mr. Duane O. Christensen's ltr, 3-31-80)

Date: 11-6-80 ~~April 17, 1980~~

Reply to Attn. of: HFO.4/5-OR

From: G. L. Green, Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Christensen's letter and concur in the treatment of the median barrier and guardrail as proposed.

Staging of the work in a two-step process, as suggested, is an acceptable scheduling method to complete the work. However, we strongly feel that the required safety improvements must be completed on a timely basis. This would normally require the safety stage to overlap or closely follow the first stage, to prevent appreciable delays occurring between stages. Therefore, we concur with staging of the work contingent upon your commitment to pursue Stage 2 on a timely basis.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
OSHD (Mr Swan, FA Sec, Proj Mgmt)
OSHD (Mr Christensen, Rd Des, Tech Svcs)

1 Versteeg ✓
Anderson
2 Christensen Doc
Olson
3 Sullivan JWS
Terpin
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APR 21 1980
ROAD DESIGN SECTION

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
4-1(11)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO..
80264

COUNTY NAME
Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Maehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-21
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
10/29/80	10/29/80	Primary 4
		STATE ROUTE NUMBER Primary 4

GENERAL LOCATION:
North Klamath Falls Interchange - Junction of Green Springs Highway

GENERAL DESCRIPTION OF WORK:
Paving

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping S.F. $7,500
Asphalt Cement Adjustment $140,000
On the job trainees $3,200

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/28/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,823,000 Federal Funds $3,369,974.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10/29/80	G. K. Horner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-866

9229 Form FHWA 121 (1/80) L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-4-1(-)
N. Klamath Falls Intchg-Green Springs Intchg
The Dalles-California Highway
Design Variations
(Christensen's ltr dtd 10-15-80)

Date: October 24, 1980

NOTED
H. S. COULTER

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Christensen's letter and concur in the revised proposal to pave the entire median and raise the existing median guardrail. We understand the guardrail consists of 6'-3" post spacings and is blocked out.

Our concurrence is based on the results of your accident investigation of this section of highway and the marginal need for median barrier as determined by the AASHTO "Guide for Selecting, Locating, and Designing Traffic Barriers, 1977".

G.K. Hassner
for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 29 '80
REFER TO Hamilton
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

9239

ENVIRONMENTAL REVIEW CHECKLIST

4

ALL CLEAR 10/22/80
Donald L Trout

Nov 20
~~Oct. 23,~~ 1980 Bid Letting ____________ All Clear Deadline

SECTION N Klamath Falls-Green Springs Hwy.
Highway The Dalles/California
County Klamath Region 4
Type of Work Overlay/Safety Funds FA (RRR)
State____ Consultant ____ Plans Avail.___Yes ___No

Tom

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	3NM
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☐	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 15, 1980

In Reply Refer to
File No.:

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Gentlemen:

Re: N. Klamath Falls Interchange-
Green Springs Interchange
The Dalles-California Highway
Klamath County

The purpose of this restoration project is to overlay the existing surface and update median rail and shoulder guardrail. The typical section varies from 2-lane to 4-lane with and without median divider, varying in overall surface width from 44-feet to 80-feet. The ADT is 7,000 and the overall length is 5.46 miles.

The surfacing design calls for 1.70 mile 3-inch overlay and 3.75 mile 4-inch overlay. Within the 4-inch overlay section, 0.47 mile will require additional leveling due to base settlement averaging 0.70-feet below grade.

RECEIVED
TECHNICAL SERVICES
OCT 17 '80
REFER TO
FOR
Info Inve R/D D/R Sign Act File

Median Rail

The existing metal median barrier is 21-inches in height with 6-foot 3-inch post spacing and is blocked out. Our letter to you dated March 31, 1980, proposed to leave the median rail as is and taper the overlay to the face of the rail. After a field review, Dale Allen, Region 4 Engineer, and Dave Carter, FHWA, did not concur with this proposal. They were concerned that a errant vehicle could be forced into the median rail on the tapered overlay area of the median. The proposed taper width is approximately 3.75-feet and the finished slope would approach a 7% gradient from the edge of the traveled way to the face of the rail member. This unsafe condition was reviewed and we concur with their recommendation to overlay the entire

10-foot median area and adjust the existing metal median barrier up to its original 21-inches, which was tentatively agreed to by Mr. Carter.

We have reviewed the accident history on the subject section. Our investigation revealed no apparent problem areas. From 1977 through July 1980 four accidents have been reported involving the median barrier. All four accidents occured during icy conditions (two of the four happened on the same day).

We solicit your concurrence with this proposal.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

WEC:ab
cc: E. S. Hunter
D. H. Moehring
Dale Allen
Jack Sullivan
W. E. Cole

9227

Form FHWA 121 (1/80)

4

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-4-1(-)
N. Klamath Falls Intchg.-Jct. Green Springs
The Dalles-California Highway
State Furnished Sign Bridge
(Your DES 16-1 dtd 7-16-80)

Date: July 31, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your letter of July 16, 1980, regarding reuse of a salvaged sign bridge. We agree it is in the public interest to use the salvaged sign bridge on this project based on the anticipated savings of public funds and the conservation of materials and energy which would be required to construct a new sign bridge.

G. L. Green

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ROAD DESIGN SECTION
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GENERAL FILES

VICTOR ATIYEH

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

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FOR
Info | Inves | R/D | D/R | Sign | Act | File

July 16, 1980

DES 16-1

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

N. Klamath Falls Interchange-
Jct. Green Springs Highway Section
The Dalles-California Highway
Klamath County

We are requesting a public-interest finding in the State furnishing the following item on the above-named section:

State-Furnished Sign Bridge - 103 feet long with support columns at $361.40 and transport to Troutdale of $998.28; Total - $1,359.68.

This sign bridge was salvaged from the N.E. Failing Street-N.E. Hancock Street (North Banfield Interchange) Section. It was purchased by the State and stockpiled at the Troutdale Maintenance Yard. Credits have been made to the N.E. Failing Street-N.E. Hancock Street project and charges will be made to the subject project for the actual expense of the sign bridge and its transport to the Troutdale Maintenance Yard.

The contract specifications will require the contractor to pick up the sign bridge at the Troutdale Maintenance Yard, refurbish same and use it on the project.

This proposal has been briefly discussed and tentatively approved by Mr. Christianson of the Federal Highway Administration.

We feel it is in the public interest to use this sign bridge to conserve State funds previously expended, as well as those State and Federal funds that would be expended as payment for a new sign bridge, and conserving energy by using material on hand.

Very truly yours,

J. H. Versteeg
Road Design Engineer
ORIGINAL SIGNED
By DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
C. T. Keasey
Ed Hardt
Alfred Shirley, Jr.
D. E. Swan
Jack Sullivan
W. G. Beard

WGB:ja

9229 2.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-4-1(-)
N. Klamath Falls Interchange-
Jct. Green Springs Highway Section
The Dalles-California Highway
State-Furnished Guardrail

Date: July 1, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

H. S. COULTER Noted

We have reviewed Mr. Christensen's letter of June 9, 1980 regarding the use of State-furnished guardrail on this project. We agree it is in the public interest to use this rail and concur in your proposal.

We understand the rail has been salvaged from other projects. All rail used should meet current structural specifications and be in good condition.

G. K. Hossner
for G. L. Green

cc:
OSHD (D O Christensen, Eng)

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VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 16-1

June 9, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

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Dear Mr. Green:

N. Klamath Falls Interchange-
Jct. Green Springs Highway Section
The Dalles-California Highway
Klamath County

We are requesting a public interest finding in the State furnishing the following items on the subject project:

State-Furnished Guardrail Members, 6,950 Lin. Ft. @ $0.1384 = $962.00

This material was salvaged from previous projects. It was purchased by the State and stockpiled in the Klamath Falls Maintenance Yard. Charges will be made to the project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the Klamath Falls Maintenance Yard and use it on the project.

We feel it is in the public interest to use this material to conserve State funds previously expended and to conserve energy by using materials on hand.

Very truly yours,

J. H. Versteeg
Road Design Engineer
ORIGINAL SIGNED
By DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
C. T. Keasey
D. H. Moehring
Dale Allen
D. E. Swan
Jack Sullivan
W. E. Cole

WEC:ja

9229 4

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16-1

TO: MEMO TO THE FILE

DATE: April 18, 1980

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

Subject: N. Klamath Falls Interchange-
Green Springs Highway Junction
The Dalles-California Highway
Klamath County

The proposed project entails the overlaying of the existing 5.46 miles of highway, some guardrail updating (see letter to FHWA dated March 31, 1980), minor drainage work and some deck structural work.

The ADT on this section is 7,000 and the project is carried on the 6-year program with $3,625,000 of Federal-aid 3R funds. The current estimate for the project is $3,591,000, which is broken down into the following major items:

Grading	$ 44,900
Surfacing	2,055,410
Guardrail	246,235
Drainage	6,750
Structures	190,000
T.P. & D. of T.	119,333
Other (Mobilization, E & C, Etc.)	928,372
TOTAL	$3,591,000

It is recommended that the project as proposed and downscoped be approved.

DOC:ja

cc E. S. Hunter
Dale Allen
W. E. Cole

✓ Versteeg ✓
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Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-4(-)
N. Klamath Falls Interch -
Green Springs Highway Interch
The Dalles - California Highway
Design Variations
(Mr. Duane O. Christensen's ltr, 3-31-80)

Date: April 17, 1980

Reply to Attn. of: HFO.4/5-OR

From: G. L. Green, Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Christensen's letter and concur in the treatment of the median barrier and guardrail as proposed.

Staging of the work in a two-step process, as suggested, is an acceptable scheduling method to complete the work. However, we strongly feel that the required safety improvements must be completed on a timely basis. This would normally require the safety stage to overlap or closely follow the first stage, to prevent appreciable delays occurring between stages. Therefore, we concur with staging of the work contingent upon your commitment to pursue Stage 2 on a timely basis.

G. K. Hossner
for G. L. Green

cc:
OSHD (Mr Swan, FA Sec, Proj Mgmt)
OSHD (Mr Christensen, Rd Des, Tech Svcs)

RECEIVED
STATE HWY ENGR
APR 21 '80
REFER TO
FOR
Info | Inves | R.D. | D.R. | Supp | Act | File ✓

9229

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 31, 1980

In Reply Refer to
File No.:

RECEIVED
TECHNICAL SERVICES
APR 2'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97310

Attention: Glenn Hossner

Gentlemen:

Re: N. Klamath Falls Interchange-
Green Springs Interchange
The Dalles-California Highway
Klamath County

The purpose of this restoration project is to overlay the existing surface and update median rail and shoulder guardrail. The typical section varies from 2-lane to 4-lane with and without median divider, varying in overall surface width from 44-feet to 80-feet. The ADT is 7,000 and the overall length is 5.46 miles.

The surfacing design calls for 1.70 mile 3-inch overlay and 3.75 mile 4-inch overlay. Within the 4-inch overlay section, 0.47 mile will require additional leveling due to base settlement averaging 0.70-feet below grade.

The above briefly describes the first stage of this project. At some later date, the second stage would involve a complete review of the directional signing, replacement of the physical sign supports with breakaway sign supports, possible impact attenuators, possible illumination revisions, and other miscellaneous safety features.

Median Rail

The existing median barrier is metal rail, 21-inches in height. We propose to leave the rail as is and taper the overlay to the face of the rail. In the area of the settlement correction, we propose to upgrade the median rail to standards.

Guardrail

The Type 2 guardrail (12'-6" spacing with blocks) is 21-inches in height. We propose to leave the rail as is and taper the overlay to the face of the rail.

The Type 1 guardrail (12'-6" spacing without blocks) we propose to remove and update with standard Type 2A rail.

At bridge end we will update guardrail to standards.

The guardrail which is in place for sign protection or other fixed objects will not be updated on this stage.

The above proposals have been discussed by telephone and tentatively approved by Dave Carter of the FHWA.

We have reviewed the accident history on the subject section. Our investigation revealed no apparent problem areas. The 1978 accident rate for this section was 1.08 as compared to the statewide rate of 1.39.

We solicit your concurrence of the proposals.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

WEC:ab
cc: E. S. Hunter
D. H. Moehring
D. E. Swan
Dale Allen
Jack Sullivan
W. E. Cole

9229

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

Versteeg
CON 21

RDE RE RSE PLA FAE
RTE RECEIVED GEO
RUE JUL 11 1980 RDE
RSO REGION 4 RBE

2 Versteeg
Anderson
Christensen
1 Olson
Sullivan
Tarpin
Trout
Wakering

RECEIVED
JUL 11 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

TO: Dale Allen
Region 4 Engineer

DATE: March 27, 1980

FROM: J. A. Rulien, Executive Assistant to the State Highway Engineer

SUBJECT: Wocus Road-Green Springs Interchange
Highway 97
Klamath County

The pavement overlay for the North Klamath Falls Interchange-Green Springs Unit of the Wocus Road-Green Springs Interchange Section on Highway 97 will be contracted this spring. The Preliminary Design Unit has been asked to develop a plan for improving the truck access to Highway 97 at the north end of the Klamath Falls Port of Entry. This may include the extension of the truck acceleration lane and other operational improvements to this section of Highway 97. These improvements will be funded under the current programmed project. A contract for these improvements will be scheduled later this year.

Cabine
Vicinity Map Req'd
— plus record Hunter
of "Problems"
observed the next few months

There are not sufficient funds to program a second phase project on the Wocus Road-Green Springs Interchange Section of Highway 97 as you have suggested. In addition, we are very reluctant to propose any changes to the Six-Year Highway Improvement Program recently approved by the Transportation Commission.

Handle

1 Versteeg
Anderson
Christensen
2 Olson
Sullivan
Tarpin
Trout
Wakering

RECEIVED
MAR 31 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

cc: D. H. Moehring
E. S. Hunter
J. H. Versteeg

cc Wayne - Proceed w/ survey req'd

cc (John Hoh, John G.) - Continue to gather & analyse any accident or "near accident" data that will help deter. req'd. design.

RDE RE RCE PLA FAE
RTE RECEIVED GEO
RUE MAR 28 1980 RDE
RSO REGION 4 RBE
ASSIGNED

D Allen 3/28/80

cc Versteeg - Above data will follow within next 30-60 days

4239   4

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: MEMO TO THE FILES

DATE: 3-10-80

FROM: Lyle K. Watson FINAL DESIGN

SUBJECT: Project Name Change

It has been necessary to change the name of this project

FROM Wocus Rd. - Jct. Green Springs Hwy. Sec.

why?

TO N. Klamath Falls Intchge. Jct. Green Springs Hwy. Sec.

The Dalles - California Highway

Klamath County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample
Watson
BY FINAL DESIGN ENGINEER

9229

STATE OF OREG

INTERO CE MEMO

4

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: March 7, 1980

FROM: L. L. Wallace
Asst. Bridge Engineer

SUBJECT: Wocus Road-Green Springs Intch.
The Dalles-California Highway
Klamath County
Brs. 9692, 8345, 8346, 8352,
9694, 8347 and 8510

MAI
Brs.
9692
8345,
8346
8352
9694
8347
8510

Guardrail-to-structure connections for this section may be made in accordance with standard drawing 23257 except bridge 9692 which already has guardrail-to-structure connections.

CWP:dh

cc Don Stoudenmeyer

REFERRED TO
Stoudenmeyer
Beard
Sample
Col
Watson
Eriksen
Leu
Hager
Dorn
File Copy
Due
[✓ Return] Discuss Do
BY FINAL DESIGN ENGINEER

81-125-1387

1980 Santiam Hwy. @ Clay St. 9230
(Albany) Sec. of the Santiam
Hwy. (Traffic sig. install.)

C&A 7018 9-17-79

HASTINGS, MN - LOS ANGELES
LOGAN OH - McGREGOR, TX U. S. A

9230

File E

1-6-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Central Oregon Pavers, Inc. No. 9075	Madras Prineville Hwy.-S. McMeen Co. Jefferson County	Dec. 8, 1981
MOCON Corp. No. 9147	S.E. 92nd Ave.-S.E. Lester Ave. Multnomah & Clackamas Counties	Dec. 9, 1981
Kizer Excavating Co. No. 9209	Dundee/Newberg Rd. @ SPRR X'ing Yamhill County	Dec. 10, 1981
Maxwells Electric, Inc. No. 9130	C.B.D. Traffic Signals (Portland) Multnomah County	Dec. 14, 1981
Comco Const., Ore. Ltd. dba Salem Rd. & Driveway Co. No. 9274	McLeod Lane N.E.-Oregon Electric Railroad Marion County	Dec. 16, 1981
Electric Corp. No. 9243	Clackamas Hwy. @ S.E. River Rd. (Milwaukie) Clackamas County	Dec. 15, 1981
W.R. Grasle Co. No. 9166	Walker Rd. @ Cedar Hills Blvd. (Beaverton) Washington County	Dec. 16, 1981
Linnco Electric Co. No. 9230	Santiam Hwy. @ Clay St. (Albany) Linn County	Dec. 15, 1981
Traffic Marking Specialists, Inc. No. 9163	Multn. Co. Pavement Marking Proj. No. 2 Multnomah County	Dec. 11, 1981
F.E. Ward, Inc. No. 9236	Diversion Canal (Joe Wright, Reeder, Spring Lake Rds.) Bridges Klamath County	Dec. 11, 1981
Hamilton Electric, Inc. No. 9202	McKenzie Hwy. @ 42nd. St. (Springfield) Lane County	Dec. 18, 1981
Babler Bros., Inc. No. 9310	Madras - Bear Drive Jefferson County	Dec. 24, 1981

Contractor and Contract No.	Section & County	Acceptance Date
A.K. Lundmark & Son, Inc. No. 9286	Deschutes River (Twin Bridges Rd.) Bridge Deschutes County	Dec. 29, 1981
Hamilton Electric, Inc. No. 8918	S.E. Monterey Ave.-S.E. Harmony Rd. Clackamas County	Dec. 29, 1981
Douglas S. Coats, Inc. No. 9266	Hay Canyon Creek Bridge Sherman County	Dec. 29, 1981
A.K. Lundmark & Son, Inc. No. 9287	Little Deschutes River (Masten Rd.) Bridge	Dec. 30, 1981
Kniesteadt & Sons No. 9283	Powder River (Beaver Creek Rd.) Bridge Baker County	Dec. 30, 1981
Hertz Electric, Inc. No. 9181	Cornell Rd. @ Murray Blvd. Washington County	Dec. 30, 1981

January 6, 1982

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9230

L

December 24, 1981

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9230

Gentlemen:

On December 17, 1981, we wrote to you concerning release of final payment on Contract No. 9230 awarded to Linnco Electric Co. for traffic signals on the Santiam Highway at Clay Street in Albany, Linn County.

Final payment on this contract is $1,000 and the total contract amount is $42,655.85. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9230

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Santiam Hwy at Clay Street(Albany)

WEEK ENDING: Oct. 31, 1981

SECTION PREFIX: 22-8294

HIGHWAY: Santiam

COUNTY: Linn

NAME OF JOB: Santiam Hwy at Clay St.(Albany)

KIND OF WORK: traffic signals

CONTRACTOR: Linnco Electric Co.

CONTRACT NUMBER: 9230

FEDERAL AID PROJECT NUMBER: state

DATE OF CONTRACT: 12/29/80

DATE WORK STARTED: 6/17/81

COMPLETION DATE: 9/30/81

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 180

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED: 264

PERCENT OF TIME ELAPSED: 147

PROJECT AUTHORIZATION: $ 54,094.38

EXCLUSIVE OF ENGINEERING: $ 48,368

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 47,000

ESTIMATED PERCENT: OVERRUN UNDERRUN: - 2.8 %

ENGINEERING AUTHORIZATION: $ 5724

ENGINEERING COST TO DATE: $ 5700

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 9/30/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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RECEIVED
NOV 02 1981
CONSTRUCTION BRANCH

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TC
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Oct. 26, 1981	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Third Notification was affective Oct. 28, 1981

PROJECT COMPLETED
FINAL REPORT

SIGNED Kenneth D. Karnosh LOCATION Albany
Kenneth D Karnosh, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9230

L. 7

December 18, 1980

ACC

City of Albany
City Hall
Albany, Oregon 97321

Attn: Gary Holliday
City Recorder

Gentlemen:

On December 18, 1980 the Highway Division received a satisfactory bid from Lynnco Electric Co., P.O. Box 925, Albany, Oregon 97321 for Santiam Highway at Clay Street (Albany) Section of the Santiam Highway. We anticipate the construction cost to be:

Contractor's Bid		$43,994.00
Anticipated Additional Items:		
Permanent Pavement Striping	$1,750.00	
State Furnished Software	500.00	
Signal Controller Testing (Engineering)	1,000.00	
		3,250.00
		$47,244.00
4 1/2% Contingencies		2,125.98
10% Engineering		4,724.40
ESTIMATED TOTAL COST		$54,094.38

City's Advance Deposit:
100% of $54,000 = $54,000

We will award the contract when we receive your advance deposit, which should arrive no later than January 7, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment
bcc w/AD # 845: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 845 when advance deposit is received.

9230

City of Albany
ENGINEERING DEPARTMENT

REGION 2 ENGIN...
RECEIVED
☐ RLE OCT 30 1980 ☐ RGE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

October 28, 1980

Phil Stearns
Region Federal Aid Engineer
Department of Transportation
Highway Division Region 2
2960 E. State Street
Salem, OR 97310

Dear Phil:

Enclosed is one approved set of the traffic signal plans for the intersection of Santiam and Clay Streets.

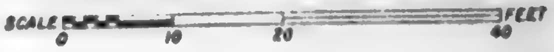
Our traffic signal maintenance supervisor requests that, if possible, this signal be equipped with a Crouse-Hinds controller which would be the same as the City's new signal at 9th and Hill Streets. This would enable him to repair the signal with the spare modules he now has for this type of controller in case the signal malfunctions.

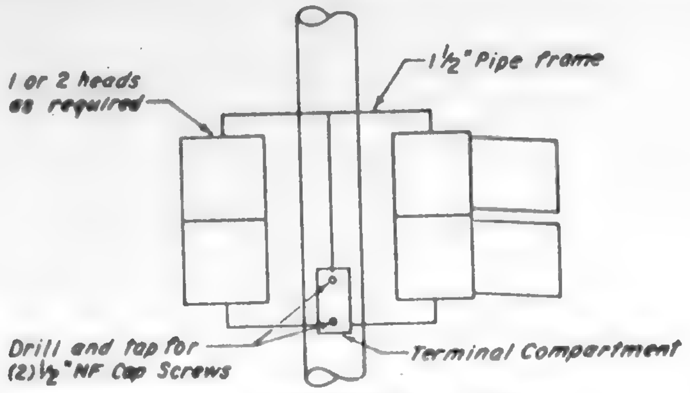
Sincerely,

Michael Corso
Civil Engineer III
aph
Enclosure

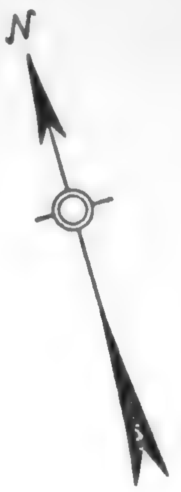
P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 967-4318
AN EQUAL OPPORTUNITY EMPLOYER

SIGNAL PLAN
SANTIAM HWY. AT CLAY ST.


SCALE
0
10
20
40
FEET

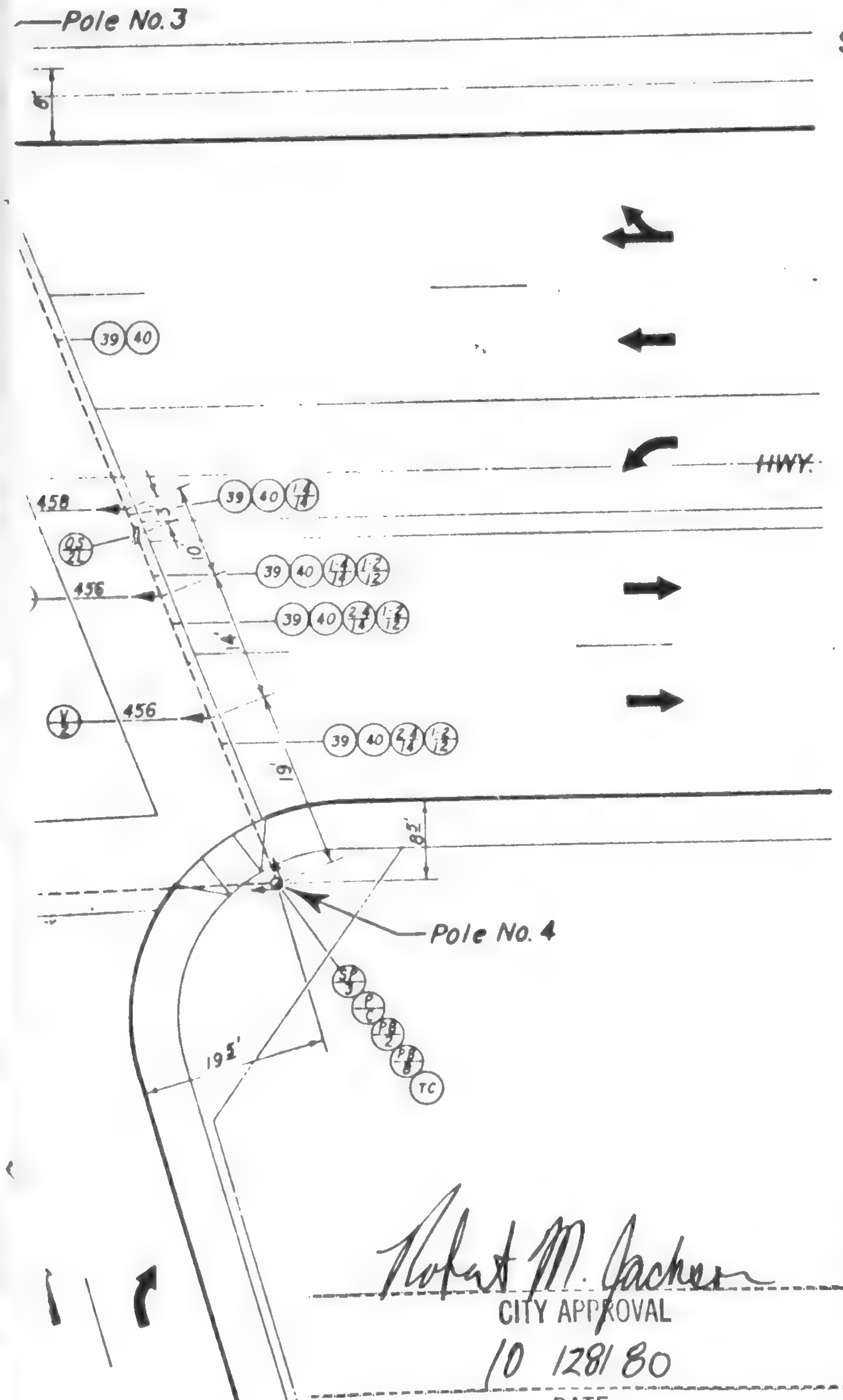

1 or 2 heads as required
1½" Pipe frame
Drill and tap for (2) ½" NF Cap Screws
Terminal Compartment

MODIFIED PEDESTRIAN SIGNAL
SIDE POLE MOUNTING



PRELIMINARY COPY

SUBJECT TO [illegible] REVIEW


Pole No. 3
6'
39
40
HWY.
458
QS 2L
456
V 2
456
3
10
14
19
8.5'
Pole No. 4
19.5'
SP 3
P C
PB 2
PB 6
TC

L E G E N D

EX 1	Existing power pole (power source)
S	Install (S) inch electrical conduit
N	Install (N) No. 14 type THWN wire
N/G	Install (N) No. (G) type TW wire
C	Install one No. 8 type THWN wire (signal system common)
X N / G	Install (X)-(N) wire No. (G) control cable
39	Install 3/8-inch galvanized messenger cable
40	Install 1/4-inch galvanized tether cable
54	Install service cabinet with 40 amp SPST breaker
C_5	Install six-phase actuated Model 170 controller in Model 332 cabinet
SP / 3	Install steel strain pole
MS	Install 120-volt meter service
TC	Install terminal cabinet
PV / Ph	Install (Ph) phase programmed-vehicle signal
V / Ph	Install (Ph) phase vehicle signal
P / C	Install modified type "C" pedestrian signal
PB / Ph	Install (Ph) phase pedestrian pushbutton with instruction sign
QS / 2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
QS / 4L	Install interior-illuminated through and left arrow sign
QS / 5R	Install interior-illuminated right turn "ONLY" arrow sign

S = Size shown
X = Number of cables shown
N = Number of conductors
G = AWG size shown

456 = 12"R, 12"Y, 12"G
458 = 12"R, 12"Y, 12"GLTA
Ph = Phase shown

Robert M. Jackson
CITY APPROVAL
10/28/80
DATE

APPROVED
L. E. George
10/8/80
DATE

DESIGNED BY BET
CHECKED BY WL

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
SANTIAM HWY. AT CLAY ST. (ALBANY)
SANTIAM HIGHWAY
LINN COUNTY

September 1980
ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1488, 1489, 35009, 35010, 4954, 4955

DWG. No. 4953

Section Santiam Hwy. At Clay St. (Albany) Programming Estimate $ Bm. 82,000
Highway Santiam Project Length NA
County Linn Completion Time 180 Cal. Cal Days
Kind of Work Traffic Signals Est. Comp. Date
Prefix 22-8251-921 Letting Date Dec 18, 1980 Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 68,344-
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,750	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software	500	
Roadside Seeding & Mulching		$ 3,250-
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,000	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 71,594 00
Contingencies (4-1/2%)		3,221 73
Engineering ~~8%~~ (10%)		7,159 40
Subtotal		$ 81,975 13
Credit for		—
Estimated Net Authorization, Construction		$ 81,975 13

APPROVED

cc to Stearns
11-25-80
KCH

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 10/22/80
ction Santiam Hwy @ Clay St. (Albany)
County Linn
Kind Of Work Traffic Signals
Length N/A
Name [illegible]

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	—	1000
	Temporary Signs		Sq. Ft.	174	6^{00}	1,044
	Flagmen		Hours	40	25^{00}	1,000
	Traffic Signal Installation Complete		All	All	—	65,3

9230

L.

September 17, 1979

City of Albany
City Hall
Albany, OR 97321

Attention: Gary Holliday
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7018

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of traffic signals on the Santiam Highway at Clay Street in Linn County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

9230

STATE OF OREGO

INTEROF CE MEMO

TO: H. S. Coulter
Highway Engineer

DATE: August 31, 1979

FROM: D. H. Moehring
Asst. State Highway Engineer

SUBJECT: Traffic Signal Agreement
US 20 @ Clay Street
Santiam Highway, No. 16
City of Albany

Attached for your signature are three properly executed copies of an agreement and a brief summary below which may be used for presentation to the Chairman of the Oregon Transportation Commission.

Please sign all three copies of the agreement and forward them to Commission Services for further processing.

- SUMMARY -

~~A Construction-Finance~~ Agreement with the City of Albany for installation of traffic signals on the Santiam Highway at Clay Street. The State will design, install and maintain the signal equipment. The City will pay 100 percent of the cost of design and installation, and accept all responsibility for electrical energy consumed in their operation.

MCH:fkc

Noted H. S. COULTER

RECEIVED
STATE HWY ENGR

SEP 4 '79

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9230

September 21, 1979

City of Albany
City Hall
Albany, Oregon 97321

Attn: Gary Holliday
City Recorder

Gentlemen:

Estimated cost of the preliminary engineering phase for the installation of traffic signals on the Santiam Highway at Clay Street is $5,000.00.

Please make your check in the amount of $5,000.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFU:pf

bcc w/AD # 686: Vern Skoog - Please return completed AD # 686 when check is received.
Region 2 Federal Aid Engineer

9230

REGION 2 OFFICE MEMO

Date March 20, 1979

Subject Traffic Signals @ Santiam Hwy & Clay (Albany) File No. —

Received (call) (visit) from

Address Phone

Made [✓ (call)] ~~(visit)~~ to Wayne Hickey, City Engineer

Reason for contact and general discussion Mr. Hickey indicated earlier City had to obligate funds for subject project by April 1. I called to verify and indicated I would write and request the funds since an agreement wouldn't be written in time. Mr. Hickey now states there is no need to have money to us by April 1, and to process the agreement normally and send it to him.

cc: G. Wimer

Signature Phil Stearns

PROJECT MANAGEMENT

CCE

TAE

Holmes ✓

Hold transmittal — Bill from this office after agreement is usual practice. Let Stearns know you are.

Done 3-27-79.
H

9230

(SHC0001)

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Santiam Highway @ Clay St. (Albany)
Date March 14, 1979

Highway Santiam #16
Authorization No. 1

County Linn #22
Survey Prefix 22-8281 (Assigned by Salem office)

Description of termini, route, length, etc.:

Junction of Santiam Highway and Clay Street in City of Albany.

Purpose of survey:

Prepare plans, specifications, and cost estimate for a five phase traffic installation.

Estimate of Costs:

Resident Engineer	(901)	$2,000
Final Design	(905)	1,000
Traffic	(911)	2,000
Utility Liaison	(914)	300
Specifications	(921)	1,000
Environmental	(923)	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
[illegible] 4 1980
LOCATION SECTION

Total estimated cost of survey	$6,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Philip O. Stean
Field Engineer

Recommended for Approval: L. O. Fredrickson
Regional Engineer

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved: E. S. Lunte
Assistant State Highway Engineer

25

SP*19760-734

1980 Pine Creek (Main St.) 9231
Br. Sec. in Weston.
(Structure repair)

C&A 7363 9/26/80

7251

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

In Reply Refer to
File No.: CON

July 1, 1983

City of Weston
City Hall
Weston, OR 97886

Attn: Jeff Wallace
City Manager

Re: Project Name Pine Cr. (Main St.) Bridge
Fed. Aid No. BHOS-3003(1)
Pool Acct. No. 4724

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 224.74 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Vernon E. Skoog
Vernon E. Skoog
Controller

JP:cw

cc: Oregon State Treasurer
Local Govt. Investment Pool

[illegible] SECTION
[illegible] PROJECT UNIT
[illegible]
[illegible] PROGRAM UNIT
[illegible]
[illegible]

Form 734-3122

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 6/14/83

CITY: WESTON AGREEMENT NO: 7363 PROJECT NO: BHOS-3003(1)

CONTRACT NO: 9231 SECTION: Pine Cr. (Main St.) Bridge

PRELIMINARY ENGINEERING

	PARTICIPATING	NON-PARTICIPATING
Resident Engineer	$ 14.93	
Final Design Unit	185.34	
Bridge Design	2,575.55	
Project Management	76.28	
Specifications	563.06	
Administrative Services (Permits) Engineer	40.72	
	$ 3,455.88	$ ---

CONSTRUCTION

	PARTICIPATING	NON-PARTICIPATING
Payment to Contractor	$44,560.00	$
Interest on Final Payment		25.00
Resident Engineer	4,347.95	34.25
Project Management	47.86	
Materials Testing Laboratory	605.16	
Technical Services Branch	191.07	
Construction Branch	146.58	
Region Engineer's Office	217.42	
Other Construction Engineering	8.09	
	$50,124.13	$ 59.25

Total Project Cost	$ 53,639.26
Less Federal Funds	(42,864.00)
City Share	$ 10,775.26
Less City Advance Deposit	(11,000.00)
	$(224.74)

REFUND TO CITY $224.74

9331 —

330-1963
33 1073

4-21-83

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BHOS-3003(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 8/29/80 To: 2/23/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 3,455.88 50,183.38	$ 3,455.88 50,124.13	80% 80%	$ 2,764.70 40,099.30	$ 2,764.70 40,099.30	$ 0.00 0.00
$53,639.26	$53,580.01	80%	$42,864.00	$42,864.00	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4/21/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pine Creek (Main St.) Bridge					
	Main St. In Weston					
	Umatilla County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 3,455.88	
	Construction					
	Type Code X021					
	Structure, Bridge #6698A					
	Formal Contract Payment Summary	Lump Sum			44,560.00	
	Construction Engineering					
	State	All Required			5,564.13	
	Total Participating Project Cost				$53,580.01	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			25.00	
	Construction Engineering (State)	All Required			34.25	
	Total Nonparticipating Project Cost				$ 59.25	
	Total Project Cost				$53,639.26	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/28/83.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX FUNCTION SUB F. GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	330 1071 270 01 P 1			148.78CR	5,985.43	81	82
	330 1071 270 01 P 2				55,207.79	82	82
	330 1071 282 02 P 1				.24	81	82
	330 1071 282 02 P 2				572.00	82	82
	330 1071 296 00 N 9			13,192.78CR	71,284.98CR	80	83
	330 1071 298 00 N 9			5,804.59	63,896.79	80	82
	330 1071 299 00 N 9			7,388.19	7,388.19	83	83
	SUB TOTAL			5,985.43	61,765.46		
	330 1071 900 00 P 2				7,243.91	82	82
	330 1071 900 03 P 2				135.54	82	82
	330 1071 915 00 P 1			466.72	687.61	81	82
	330 1071 915 00 P 2				34.58	82	82
	330 1071 920 00 P 1				2.43CR	82	82
	330 1071 920 00 P 2				58.76	82	82
	330 1071 948 00 P 1				.58CR	81	83
	330 1071 948 00 P 2				39.25	82	82
	330 1071 948 00 N 1			8.09	8.09	83	83
	330 1071 950 00 P 2				1,034.34	82	82
	330 1071 950 00 N 1				280.45	81	81
	SUB TOTAL			474.81	9,519.52		
	TOT P1			6,452.15	6,670.27		
	TOT P2				64,326.17		
	TOT N1			9.09	288.54		
	** JOB TOTALS **		**	6,460.24 **	71,284.98 **		
						STATE	
PINE CR(MAIN ST)BRIDGE	CONT NO 9231 * FA PROJ NOS BHOS3003001 100						
	330 1073 201 00 P 1	Payment to Contractor			44,560.00	81	81
	330 1073 206 00 N 1	Interest on Final Payment			25.00	81	81
	330 1073 295 00			4,521.52CR		81	83
	330 1073 295 00 N 9	Transfer City Funds		4,521.52	11,000.00	81	83
	330 1073 296 00			4,521.52		81	83
	330 1073 296 00 N 9	Transfer State Funds		4,531.59CR	51,234.07CR	81	83
	330 1073 298 00 N 9	Transfer Fed Funds		10.07	40,234.07	81	83
	SUB TOTAL				44,585.00		
	330 1073 900 00 P 1	Resident Engineer	168.46CR	168.46CR	4,347.95	81	83
	330 1073 900 00 N 1	Resident Engineer			34.25	81	81
	330 1073 920 00 P 1	Project Management			47.86	81	81
	330 1073 940 00 P 1	Salem Mat'ls Testing Lab			605.16	81	82
	330 1073 944 00 P 1	Technical Services Branch			191.07	81	81
	330 1073 945 00 P 1	Construction Branch		15.67	146.55	81	83
	330 1073 946 00 P 1	Region Engineer's Office			217.42	81	81
	330 1073 948 00 P 1	Other Construction Engineering			8.09	81	81

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                                                                          FISCAL           GRAND TOTAL      ACTIVE YRS
   DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE      TO DATE         BEG    END

                                           SUB TOTAL          168.46CR        152.79CR        5,598.38

                                           TOT      00
                                           TOT      P1        168.46CR        152.79CR       50,124.13
                                           TOT      N1                                           59.25
                                        ** JOB TOTALS **      168.46CR**      152.79CR**     50,183.38  **

MILTON-FREEWTR PAV MARK      CONT NO       FA PROJ NOS PMS 000S108 100                                      STATE
                                  330    1078    207     01 P 1                                  - 9.28     82     82
                                  330    1078    270     01 P 1                   2,188.69     6,221.03     81     82
                                  330    1078    296     00 N 9                   2,071.64CR   6,281.19CR   81     82
                                  330    1078    298     00 N 9                   2,071.64     6,281.19     81     82

                                           SUB TOTAL                              2,188.69     6,230.31            —

                                  330    1078    920     00 P 1                                   34.01     81     82
                                  330    1078    944     00 P 1                                   16.87     82     82

                                           SUB TOTAL                                              50.88

                                           TOT      P1                            2,188.69     6,281.19
                                        ** JOB TOTALS **                **        2,188.69 **  6,281.19  **

UPRR XING FIR&GREENWOOD      CONT NO       FA PROJ NOS RRP 000S010 100                                      STATE
                                  331    1005    205     01 P 1                  14,488.44                  80     82
                                  331    1005    270     01 P 1                   2,132.16CR  142,752.27    80     82
                                  331    1005    296     00 N 9                  11,626.46CR  142,011.82CR  81     83
                                  331    1005    298     00 N 9                  11,626.46    142,011.82    81     83

                                           SUB TOTAL                             12,356.28    142,752.27

                                  331    1005    900     00 P 1                                13,674.45    80     82
                                  331    1005    900     00 N 1                                    96.70    80     81
                                  331    1005    900     02 P 1                                     9.28    81     81
                                  331    1005    915     00 P 1                     493.09        565.44    82     82
                                  331    1005    920     00 P 1                      38.26         53.20    81     82
                                  331    1005    948     00 P 1                       8.09         47.54    81     82
                                  331    1005    950     00 P 1                                   688.73    81     81

                                           SUB TOTAL                                539.44 —   15,135.34

                                           TOT      P1                           12,895.72    157,790.91
                                           TOT      N1                                             96.70
                                        ** JOB TOTALS **                **       12,895.72 ** 157,887.61  **

6TH ST-12TH ST(LA GRANDE)    CONT NO 9389  FA PROJ NOS M   4620002  85             -    M   4620002  15 STATE
                                  331    1012    201     00 P 1                 218,835.24    218,835.24    82     83
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  APRIL 1983        PAGE 1092

                                                                            FISCAL          GRAND TOTAL
      DESCRIPTION             PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                          330   1958     298      00 N 9                                         64.74

                                         SUB TOTAL

                          330   1958     905      00 P 1                                         51.04
                          330   1958     906      00 N 1                                         32.16
                          330   1958     920      00 P 1                                         20.89

                                         SUB TOTAL                                              104.09

                                         TOT      P1                                             71.93
                                         TOT      N1                                             32.16
                                        ** JOB TOTALS **            **              **          104.09  **

 PINE CR(MAIN ST)BR WESTON  CONT NO      * FA PROJ NOS BHOS3003001 100                                       STATE
                          330   1963     296      00 N 9 Transfer State Funds                  2,629.94CR
                          330   1963     298      00 N 9 Transfer Fed Funds                    2,629.94

                                         SUB TOTAL

                          330   1963     901      00 P 1 Resident Engineer                        14.93
                          330   1963     905      00 P 1 Final Design                            185.34
                          330   1963     906      00 P 1 Bridge 168.46 Design    168.46        2,575.55
                          330   1963     920      00 P 1 Project Management                       76.28
                          330   1963     921      00 P 1 Specifications                          563.60
                          330   1963     922      00 P 1 Administrative Services (Permits) Engineer  40.72

                                         SUB TOTAL            168.46            168.45         3,455.88

                                         TOT      P1          168.46            168.46         3,455.88
                                        ** JOB TOTALS **      168.46  **        168.46  **     3,455.88  **

 MILTON-FREEWATEP PMS       CONT NO        FA PROJ NOS PMS 000S108 100                                       STATE
                          330   1972     296      00 N 9                        142.97CR         432.35CR
                          330   1972     298      00 N 9                        142.97           432.35

                                         SUB TOTAL

                          330   1972     905      00 P 1                                         279.30
                          330   1972     914      00 P 1                        153.06           153.06

                                         SUB TOTAL                              153.06           432.35

                                         TOT      P1                            153.06           432.35
                                        ** JOB TOTALS **            **          153.06  **       432.35  **

 PENDLETON-MASTER BIKE PLAN CONT NO      * FA PROJ NOS BGP 0041010 100                                       STATE
                          330   1976     295      00 N 9                                       : 600.00
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802
117

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/12/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
207-1932	1	BHOS-0700-005	14,400.00	10,244.31	10,244.31	80.00	8,195.45	8,167.76		27.69
221-1907	1	BHOS-2100-004	35,120.00	22,565.51	22,565.51	80.00	18,052.41	14,640.39		3,412.02
330-1073	1*	BHOS-3003-001	40,099.30	50,183.38	50,124.13	80.00	40,099.30	40,099.30		
330-1963	1*	BHOS-3003-001	2,764.70	3,455.88	3,455.88	80.00	2,764.70	2,764.70		
		PROJ TOTALS	42,864.00	53,639.26	53,580.01		42,864.00	42,864.00		
301-1005	1*	BROS-0103-002	114,378.42	143,438.14	142,973.02	80.00	114,378.42	114,378.42		
301-1005	8*	BROS-0103-002	1,012.56	1,267.36	1,265.70	80.00	1,012.56	1,012.56		
		PROJ TOTALS	115,390.98	144,705.50	144,238.72		115,390.98	115,390.98		
203-1042	1	BROS-0300-005	345,850.00	334,546.38	334,381.73	80.00	267,505.38	264,440.59		3,064.79
>203-1959	2	BROS-0300-005	9,800.00	12,250.00	12,250.00	80.00	9,800.00	9,800.00		
		PROJ TOTALS	355,650.00	346,796.38	346,631.73		277,305.38	274,240.59		3,064.79
303-1050	1	BROS-0303-001	30,681.00	34,702.49	34,677.65	80.00	27,742.12	26,650.79		1,091.33
303-19:6	1	BROS-0303-001	13,600.00	15,970.29	15,970.29	80.00	12,776.23	12,776.23		
		PROJ TOTALS	44,281.00	50,672.78	50,647.94		40,518.35	39,427.02		1,091.33
205-1995	1*	BROS-0500-003	25,963.20	32,505.25	32,454.00	80.00	25,963.20	25,963.20		
205-1099	1	BROS-0500-004	277,710.07	343,810.71	343,810.71	80.00	275,048.57	275,074.27		25.70CR
>405-1001	1	BROS-0500-004	2,289.93	2,060.94	2,060.94	100.00	2,060.94	2,060.94		
		PROJ TOTALS	280,000.00	345,871.65	345,871.65		277,109.51	277,135.21		25.70CR
205-1905	1	BROS-0500-005	29,200.00	110.96	110.96	80.00	88.77	88.77		
>206-1058	2	BROS-0600-001	138,820.00	187,751.01	180,602.32	76.94	138,955.43	138,820.00	135.43 B	
207-1930	1	BROS-0700-003	8,560.00	9,442.74	9,442.74	80.00	7,554.19	7,554.19		
207-1049	1	BROS-0700-004	99,566.00	126,982.92	125,736.20	80.00	100,588.96	98,830.82	1,022.96 B	735.18
209-1024	1*	BROS-0900-004	104,345.68	130,483.19	130,432.10	80.00	104,345.68	104,345.68		
209-1903	1*	BROS-0900-004	16,930.54	21,164.07	21,163.17	80.00	16,930.54	16,930.54		
		PROJ TOTALS	121,276.22	151,647.26	151,595.27		121,276.22	121,276.22		
209-1023	1*	BROS-0900-005	95,033.58	118,859.55	118,791.97	80.00	95,033.58	95,033.58		
209-1902	1*	BROS-0900-005	12,106.37	15,132.96	15,132.96	80.00	12,106.37	12,106.37		
		PROJ TOTALS	107,139.95	133,992.51	133,924.93		107,139.95	107,139.95		
209-1917	1*	BROS-0900-006	4,501.51	5,626.89	5,626.89	80.00	4,501.51	4,501.51		

9231

July 16, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
#9231

Gentlemen:

On July 10, 1981, we wrote to you concerning release of final payment on Contract No. 9231 awarded to Weaver Construction Co. for structure repair on the Pine Creek (Main Street) Bridge in Weston, Umatilla County.

Final payment on this contract is $1,000 and the total contract amount is $44,560. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#7231 7-13-81 File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 Keasey

C. T. Keasey
Asst. State Highway Engineer

9231 L.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pine Cr(Main St) Br		WEEK ENDING: 3-28-81
		SECTION PREFIX: 330-1073
HIGHWAY: Weston City Street		COUNTY: Umatilla
NAME OF JOB: Pine Creek (Main St) Bridge	KIND OF WORK: Structure Repair	
CONTRACTOR: Weaver Construction Co.	CONTRACT NUMBER: 9231	FEDERAL AID PROJECT NUMBER: BHOS-3003(1)
DATE OF CONTRACT: Dec 31, 1980	DATE WORK STARTED: Jan 19, 1981	ESTIMATED COMPLETION DATE: Mar 20, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 100	WORK DAYS USED: CALENDAR DAYS USED: 64
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 64%
PROJECT AUTHORIZATION: $ 51,593.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 47,087.70	ENGINEERING AUTHORIZATION: $ 4,506.00 this week 0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 47,087.70	ENGINEERING COST TO DATE: $ 4,489.25	DATE PROJECT WAS COMPLETED: Mar 17, 1981
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION: 99.6 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		0		
MONDAY 23		0		
TUESDAY 24		0		
WEDNESDAY 25		0		
THURSDAY 26		0		
FRIDAY 27		0		
SATURDAY 28		0		

K

RECEIVED
MAR 30 1981
CONSTRUCTION
BRANCH

Keasey
Lockwood
Hopkins
Williams
Johnson
Gatz

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted on Mar 27, 1981.

This will be the last weekly report
for this project

SIGNED ______ LOCATION Pendleton
H.N. VanCleave, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

92-31

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-24-81

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF INSPECTION 2-24-81	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. BHOS 3003(1)

IN COMPANY WITH
Bud Van Cleave, Resident Engineer, OSHD

LOCATION
Main Street in the community of Weston, Umatilla County, Oregon

CONTRACTOR NAME AND ADDRESS
Weaver Construction Company, P. O. Box 588, Union, Oregon 97883

AWARD DATE December 31, 1980	CONTRACT AMOUNT $44,560.00	TIME ALLOWED 100 calendar days	TIME STARTED January 13, 1981	WORK STARTED January 19, 1981
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 42/100 = 42%	WORK COMPLETED 78%	

RECEIVED
STATE HWY ENGR
MAR 16 '81
REFER TO
[illegible]
FOR
Info | Inves | [illegible] | [illegible] | [illegible] | Act | File

REMARKS

PINE CREEK (Main St.) BRIDGE

Main Street - Weston

Structure Repair

This project provides for the repair to the west abutment of the Main Street Bridge in the community of Weston.

The contractor has completed the footing and part of the wall. Recent high water has flooded the work out, therefore, the contractor was not working at the time of the inspection.

The contract work is progressing in a satisfactory manner.

The City of Weston has had restrictive signing on this portion of Main Street since the damage to the abutment was discovered. The City of Weston is responsible for the temporary protective and directional measures necessary for the project under the terms of the contract. The measures taken by the City are very minimal and probably are not in accordance with the MUTCD for construction activities. However, the signing is consistent with other signing activities I have observed being employed by the City. The Resident Engineer is aware of the City's signing for the project.

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

72-31

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
2-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1-6-81

State: Oregon
County: Umatilla
Project No.: BHOS-3003(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pine Creek (Main St.) Bridge, Weston

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-29-80	0.005
RIGHTS-OF-WAY		
CONSTRUCTION	11-25-80	0.005
OTHER *(Specify)*		

FUNDS Pro Rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 55,193.00	$ 44,154.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
~~For: G. L. Green~~
Date executed by Division Administrator JAN

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon January 2, 1981

Federal Aid Project
No. BHOS-3003(1)

Pine Creek (Main St.) Bridge
Main St. in Weston
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering		All Required	$ 3,600.00

Type Code X021
Structure, Bridge #6698A

Mobilization		All Required	$ 4,000.00
Shoring, Cribbing, Etc.		All Required	13,260.00
Structure Excavation		All Required	4,000.00
Structural Concrete, Class 3300	100 Cu. Yd.	All Required	20,300.00
Reinforcemen	7,500 lbs.	All Required	3,000.00
			$44,560.00

Anticipated Items

Roadside Seeding & Mulching	All Required	$ 500.00
	SUBTOTAL	$45,160.00
	Engineering	6,533.00
	TOTAL	$51,593.00

Length of Structure ------------- 0.005 mi.

Summary of Funds (80%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 3,600.00	$ 2,880.00	$ 720.00
Structure	51,593.00	41,274.00	10,319.00
TOTAL	$55,193.00	$44,154.00	$11,039.00

Group 1-100%
Contract No. 9231
Prefix: 330-1963
330-1073

1331

December 18, 1980

ACC

City of Weston
City Hall
Weston, Oregon 97886

Attn: Mayor Lyn Delph

Gentlemen:

On December 18, 1980 the Highway Division received a satisfactory bid from Weaver Construction Company, P.O. Box 588, Union, Oregon 97883 for Pine Creek (Main Street) Bridge Section. We anticipate the construction cost to be:

Contractor's Bid	$44,560.00
Roadside Seeding & Mulching	$ 500.00
	$45,060.00
4 1/2% Contingencies	2,027.70
10% Engineering	4,506.00
Estimated Construction Cost	$51,593.70
Estimated Preliminary Engineering	3,600.00
ESTIMATED TOTAL COST	$55,193.70
LESS: Federal Participation (80% of $55,193.70)	-44,154.96
ESTIMATED CITY SHARE	$11,038.74

By rounding the City's Advance Deposit will be $11,000.00

We will award the contract when we receive your advance deposit, which should arrive no later than January 9, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 847: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 847 when advance deposit is received.

9231

L

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-25-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HOS-3003(1)

STATE PROJECT NO. See below

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00131

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '80
REFER TO
[illegible]
FOR

12-5

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
11/17/80	11/25/80	Non Federal aid City Street

GENERAL LOCATION:

Pine Creek (Main Street) Bridge Section (Weston)

GENERAL DESCRIPTION OF WORK:

Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 11/18/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/25/80	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-455

9-21

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-17-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HOS-3003(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administration
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00131

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Maehring
FOR

11-21
orig

DATE PS&E APPROVED 11/17/80

DATE AUTHORIZATION EFFECTIVE 11-17/80

FEDERAL ROUTE NUMBER Non Federal aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Pine Creek (Main Street) Bridge Section

GENERAL DESCRIPTION OF WORK:

Bridge Rehabilitation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/6/80 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $61,000 Federal funds $48,800 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

DATE 11/17/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-885

1231

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 6, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 00131
Project No. BHOS-3003(1)
Pine Creek (Main St.) Bridge Section
Umatilla County

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $61,000 with an obligation of $48,800 in Federal funds in accordance with the approved Certification Acceptance Plan.

JLG:bke

cc: H. Reynoldson
Lou Olson
General Files

Form 734-3122

9231

Section PINE CREE[illegible] MAIN ST.) BRIDGE Progra[illegible]ing Estimate $ 61,000
Highway MAIN ST. (Weston) Project Length –
County UMATILLA Completion Time 100 CD
Kind of Work Structure Repair Est. Comp. Date April 27, '81
Prefix 330 - 1963 Letting Date Dec. 18, '80 Project No. BHOS-3003(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 10-29-80

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lane Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- [✓ Region Number 5]
- District Number

ATTENTION: Roger Lang

FROM: Proj. Mngt.

COMMENTS: Please inform the city

Form 731-0022 (7/78) SP*70682-734

ONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 52,425 00

500

$ 500 00

Subtotal $ 52,925 00

Contingencies (4-1/2%) 2,381 63

Engineering (~~8~~, ~~9~~, [✓ 10%]) 5,292 50

~~Subtotal~~ $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 60,599 13

Est. PE Cost 3,600 00

APPROVED

Est. Project Cost $64,199 13

Less Federal Funds (80% of 64,199.13) 51,359.30

City share $12,839 83

Road Design Engineer

Section PINE CREEK (MAIN ST.) BRIDGE Programming Estimate $ 61,000

Highway MAIN ST. (Weston) Project Length –

County UMATILLA Completion Time 100 CD

Kind of Work Structure Repair Est. Comp. Date April 27, '81

Prefix 330 - 1963 Letting Date Dec. 18, '80 Project No. BHOS-3003(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 52,425.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching	500	$ 500.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 52,925.00
Contingencies (4-1/2%)		2,381.63
Engineering (~~8~~, ~~9~~, [✓ 10%])		5,292.50
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 60,599.13
Est. PE Cost		3,600.00
Est. Project Cost		$ 64,199.13
Less Federal Funds	(80% of 64,199.13)	51,359.30
City share		$ 12,839.83

APPROVED

Road Design Engineer

[illegible]GON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1
Date Oct. 28, '80

Section Pine Creek (Main St.) Bridge
County Umatilla
Kind Of Work Structure Repair
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	4,300-
	STRUCTURE					
	Shoring, Cribbing, Etc.		All	All	-	5,000-
	Structure Excavation		Cu. Yd.	80	25-	2,000-
	Structural Concrete, Class 3300 (100 C.Y. @ $340)		All	All	-	34,000-
	Reinforcement (7,500 lbs. @ 0^{95})		All	All	-	7,125-

```
BNPPaSH TO ST (PENDLETON)       CONT NO
                                     330    1958     905      00 P 1                                                       3.00
                                     330    1958     920      00 P 1                                                      54.04
                                                     TOT      P1                                                          54.04  **
                                            ** JOB TOTALS **                       **                     **

                                                                                                                              STATE
PINE CR(MAIN ST)BR WESTON       CONT NO           FA PROJ NOS BHOS003001 100
                                     330    1963     906      00 P 1            522.60                522.60              522.60
                                                     TOT      P1                522.60                522.60              522.60
                                            ** JOB TOTALS **                    522.60  **            522.60  **          522.60  **

                                                                                                                              STATE
FIR ST UPRR XING (LAGRANDE)     CONT NO           FA PROJ NOS RRP 00S010 100
                                     331    1917     901      00 P 1                                                     167.67
                                     331    1917     901      00 N 1                                                     752.17
                                     331    1917     905      00 P 1                                                       5.26
                                                     TOT      P1                                                         172.93
                                                     TOT      N1                                                         752.17
                                            ** JOB TOTALS **                        **                    **             925.10  **

                                                                                                                              STATE
CHERRY ST-WALLOWA LK HY         CONT NO          * FA PROJ NOS M   680001  50 M   755001  50                             448.48
                                     331    1926     295      00                                                       1,793.91CR
                                     331    1926     296      00                                                      12,869.99CR
                                     331    1926     296      00 N 9                                                   1,345.43
                                     331    1926     297      00                                                      12,869.99
                                     331    1926     298      00 N 9                                                   5,332.08
                                     331    1926     901      00 P 1                                                   4,751.48
                                     331    1926     901      00 P 2                                                     399.79
                                     331    1926     904      00 P 1                                                     102.83
                                     331    1926     904      00 P 2                                                   1,626.87
                                     331    1926     905      00 P 1                                                   1,617.68
                                     331    1926     905      00 P 2                                                     509.39
                                     331    1926     910      00 P 1                                                     509.34
                                     331    1926     910      00 P 2                                                     226.12
                                     331    1926     914      00 P 1                                                     226.09
                                     331    1926     914      00 P 2                                                      44.50
                                     331    1926     920      00 P 1                                                      44.50
                                     331    1926     920      00 P 2                                                     442.87
                                     331    1926     921      00 P 1                                                     451.86
                                     331    1926     921      00 P 2



                                                                                  SEPTEMBER 1980         PAGE  679
TOTAL TO DATE JOB COST SUMMARY
                                                                                            FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT                      F    TION    GR   CURRENT MONTH    YEAR TO DATE       TO DATE
                                                                                                            55.51
                                     331    1926     92       00 P 1                                        55.51
                                     331    1926     92       00 P 2                                        30.68
                                     331    1926     92       00 P 1                                        30.68
                                     331    1926     92       00 P 2
                                                     TO       00
                                                                                                          8,667.81
```

1231

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

Weston

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Pine Creek (Main St.) Bridge

HIGHWAY NAME: City Street

HIGHWAY NUMBER: N/A

REGION: 5

ADMINISTRATIVE DISTRICT: 12

COUNTY: Umatilla

CITY: Weston

LENGTH: 28'

MILEPOST NUMBER . TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Weston

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR (OS)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Rehabilitation of stone masonry wall (bent #1) of Pine Creek Bridge & install drain pipes from Catch basins.

1 /

2 [illegible]

3

4 [illegible]

REFERRED TO
Beard
Cole ✓
Erikson
Nagel
Stoudenmeyer
Mann W
Watson
Lou
Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 250 - 300 (Estimated

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

Bridge is restricted to 4 ton load limit until repairs are accomplished.

APPROVED
Frank C. [illegible]
Location Engineer
Date

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING IMBER AND WIDTH	
TRAVEL LANES	2 - 12'	No change in
SHOULDERS		typical section
MEDIANS		
PARKING LANES	2 - 14 (diagonal)	
SIDEWALKS	2 - 13'3"	
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream Pine Creek	☒	☐	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (Cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ____________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review with City	☒	☐	☐

4 - WORK ITEMS

TO BE PERFORMED BY

		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	Complete
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	July-August 80 (Region)	____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

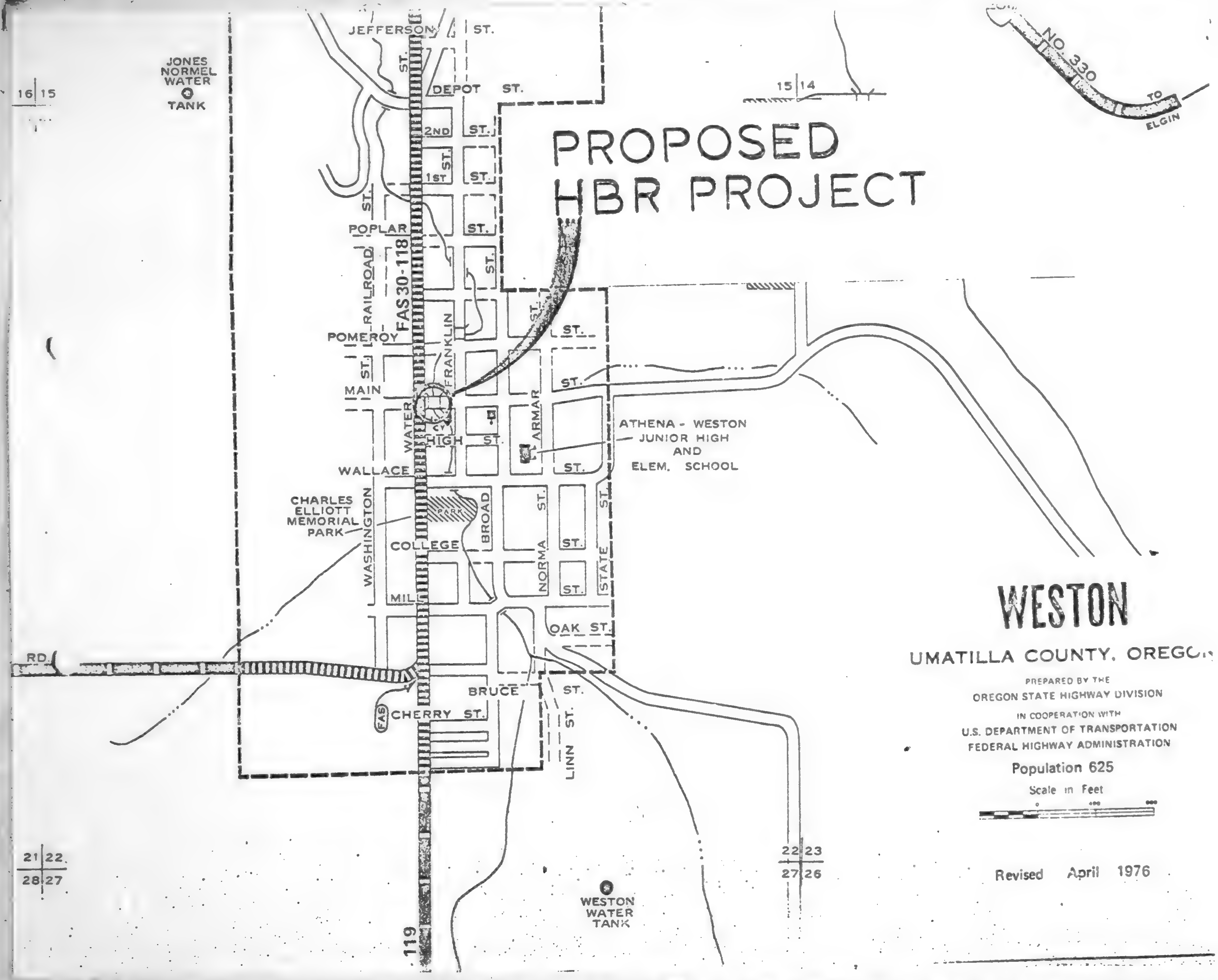
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	750	3.600
RIGHT OF WAY	100	— —
TRAFFIC CONTROL	0	2.000
ILLUMINATION	0	
STRUCTURES	32,625	30.000
RAILROAD	0	
ROADWAY	0	
OTHER		
ENGINEERING & CONTINGENCIES	13,050	6,000
PROJECT TOTAL	49,175	41.600

SUBMITTED BY Roger C Lang


PROPOSED
HBR PROJECT
JEFFERSON ST.
DEPOT ST.
2ND ST.
1ST ST.
POPLAR ST.
RAILROAD ST.
FAS 30-118
POMEROY ST.
MAIN ST.
FRANKLIN ST.
WATER ST.
HIGH ST.
ARMAR ST.
WALLACE
CHARLES ELLIOTT MEMORIAL PARK
PARK
WASHINGTON
COLLEGE
BROAD ST.
NORMA ST.
STATE ST.
MILL
OAK ST.
BRUCE ST.
CHERRY ST.
FAS
LINN ST.
RD.
119
ATHENA - WESTON JUNIOR HIGH AND ELEM. SCHOOL
JONES NORMEL WATER TANK
WESTON WATER TANK
NO. 330
TO ELGIN
16 15
15 14
21 22
28 27
22 23
27 26

WESTON

UMATILLA COUNTY, OREGO

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 625

Scale in Feet

Revised April 1976

9231

L

September 26, 1980

City of Weston
City Hall
Weston, OR 97886

AGR 4-1

Attention: Alice Ringer
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7363

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Pine Creek (Main Street) Bridge in the City of Weston.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

117 DOT Building
Salem, Oregon 97310

Highway # 2030

Attention: Right-of-Way Section

Prefix 330-1963

7
1201

Subject: Federal Aid Project No.
Project Name Pine Creek (Main St.) Bridge
Weston City St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Weston, Oregon, this 23 day of September, 1980

City of ______

Certified By:

Regional Right-of-Way Supervisor
Date Sept 26 1980

Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

7331

STATE OF OREGON

INTER-OFFICE MEMO

DES 23
6698A

TO: Mr. W. E. Schwartz
Region 5 Engineer

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: September 17, 1980

SUBJECT:

Pine Creek(Main St.)Br.
Pine Creek(Main St.)Br. Sec.
Main St.-City of Weston
Umatilla County
Bridge 6698A

Enclosed are two reduced prints of drawing 35606 which is the advance detail drawing for the subject structure. Also enclosed is a plan for the existing structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ N/A
Structure	24,000
Engineering & Contingencies	5,000
TOTAL	29,000

It is planned to call for bids on this section on November 20, 1980.

Please make a field review and return one set by October 3, 1980 with your comments and/or corrections noted thereon.

GDA:smd

Encls.

cc Roger Lang /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set encl.
Utility Unit /w/ 1 set encl.
~~County~~-City Unit
Engineering /w/ 1 set encl.
H. N. VanCleave /w/ 1 set encl.

Contains Recycled Materials
81-125-1387

7231

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 26, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00131
Project No. BHOS-3003(1)
Pine Creek (Main St.) Bridge Sec.
Umatilla County

Attached is data for the subject project.

I request the following:

(1) Concurrence that the project falls under the Statewide Categorical Exclusion approved by FHWA 2-25-80.

(2) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $3,600 with an obligation of $2,880 in federal funds.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

CL:bke
Attachment

cc: H. Reynoldson

Budget Bureau No. 41-R2

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 8-26-80

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 City St., Main St. in Weston 65	ADT	PRESENT 250 (66)	FUTURE --- (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 P.E., Bridge Rehabilitation 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BHOS- 23	NUMBER 7 3003

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement Off System	COUNTY NAME Umatilla					
	NAME OF URBAN AREA --- 17-31	ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36)	(37)	U.S ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Pine Creek (Main St.) Bridge Section."	0.0	3,600	2,880	----	720 (City
5					**ROW**							
5					**CONST** (CODE) X021			0.0	46,000	36,800	----	9,200 (Ci

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.0	49,600	39,680	----	9,920 (Ci
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS	

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-26-80

ADT	PRESENT 250	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 117

ITEM NO. 00131

CT LOCATION (45 typewriter spaces): y St., Main St. in Weston

ORK (35 typewriter spaces): habilitation

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
BHOS-	3003	(1)		

Bridge Replacement Off System

COUNTY NAME: Umatilla

CODE: 059

ROUTE NO.: N

FEDERAL-AID: Non

STATE: City St.

U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Pine Creek (Main St.) Bridge Section."	0.0	3,600	2,880	----	720 (City)	
OW								
ONST (ODE) 021			0.0	46,000	36,800	----	9,200 (City)	ROW-80' normal; Access Control-none; Parking Restrictions-none.
C.L.		PROJECT TOTALS	0.0	49,600	39,680	----	9,920 (City)	

REMARKS

ROVAL DATES: 10-4-79

-over-

USCOMM DUSCOMM-DC 48905-P61

PINE CREEK (MAIN ST.) BRIDGE SECTION
PROJECT NO. BHOS-3003(1)

Existing Facility: Structures #6698A is reinforced concrete bridge 28 feet in length with horizontal clearance of 78.5 feet. The bridge is presently closed to traffic.

Adjacent Sections: Roadway is 26 foot A.C. surface.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.
2) Rehabilitate existing stone masonary support at the westerly end of the structure by construction of a reinforced concrete wall over the stone masonary and perform other incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Statewide Categorical Exclusion approved by FHWA on 2-25-80.

FHPM 7-7-5 Requirements: In accordance with the Oregon Action Plan and Federal Statutes and regulations.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY '80 Annual Program in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.

9231

PLA 14

DATE: July 14, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Off-System HBR Program

At its annual meeting on June 12, 1980, the joint State-County-City HBR Advisory Committee reviewed requests for the addition of three bridges to the 1980 Off-System HBR Program. The committee concurred in the requests and recommends that the following projects be added to the program by the Transportation Commission.

Bridge	Local Jurisdiction	Estimate
1. Little Luckiamute R. (Smith Road)	Polk County	$200,000
2. Pine Creek (Main St.)	City of Weston	$ 50,000
3. Powder R. (Broadway St.)	City of Baker	$200,000

Funds are available in the current HBR program to cover these projects.

The North Fork Yachats River Bridge in Lincoln County on the 1979 Off-System HBR Program has been deferred to the 1981 program. The estimated cost of $200,000 remains the same.

Your approval is requested of the addition of these three projects to the HBR program and the deferral of the North Fork Yachats River Bridge project.

This matter will be on the consent calendar for your consideration at the July 24 meeting.

JEC:dh jh

bc:	F. B. Klaboe	E. S. Hunter	George Bell
	R. W. Gormsen	W. J. Hart	Ken Wheatley, Multnomah County
	D. H. Moehring	John Wood	Don Gilman, Eugene
			H. A. Schell, FHWA

1231

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. H. S. Coulter
State Highway Engineer

DATE: July 10, 1980

PLA 14-2

FROM: Walter J. Hart ORIGINAL SIGNED WALTER J. HART
Bridge Engineer

SUBJECT: Highway Bridge Replacement Projects
Off-system Bridges
Fiscal 1980 Finance Approval

NOTED
E. S. HUNTER

At its annual meeting on June 12, 1980, the joint State-County-City SBR Advisory Committee reviewed requests for the addition of three bridges to the 1980 Off-system SBR Program. The committee concurred in the requests and recommends that the following projects be added to the program by the Transportation Commission.

	Bridge	Local Jurisdiction	Estimate
1.	Little Luckiamute R.(Smith Rd.)	Polk County	$200,000
2.	Pine Creek (Main St.)	City of Weston	50,000
3.	Powder R.(Broadway St)	City of Baker	200,000

Funds are available in the current SBR program to cover these projects.

The North Fork Yachats River Bridge in Lincoln County on the 1979 Off-system SBR Program has been deferred to the 1981 program. The estimated cost of $200,000 remains the same.

Please request the Transportation Commission's approval of the addition of these three projects to the SBR program and the deferral of the North Fork Yachats River Bridge project.

JEC:dh

cc—E. S. Hunter
D. H. Moehring
John Wood
Ken Wheatley, Multnomah County
Don Gilman, Eugene
H. A. Schell, FHWA

RECEIVED
TECHNICAL SERVICES
JUL 11 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Agn	Act	File

Contains Recycled

7231

Walt Hart July 3, 1980
Bridge Engineer

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

Conformation of Intent
Highway Bridge Replacement Program
City of Weston

Attention: Jim Chidsey

Alice Ringer, City Recorder, confirms the city's intention of providing match monies required for the program based on their Project Request of January 18, 1980 and Estimate of Cost provided by Ted Thompson, Supervising Structural Design Engineer, on April 8, 1980.

The City is most anxious to get this project under way at the earliest possible date and request all remaining work (agreements, spec's, etc.) be expedited.

RCL/dt

cc: Alice Ringer
D. E. Swan
Hal Reynoldson

9231

STATE OF OREG

INTERO CE MEMO

DATE: April 11, 1980

TO: Walter J. Hart
Bridge Engineer

Roger C. Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Preliminary Plans
Pine Creek (Weston) Bridge
Umatilla County
Bridge No. 6698A
Stone Masonry Wall Repair

Enclosed is a print of drawing No. B 482, preliminary plan and profile, which has been approved "As Noted" by the City of Weston.

Mayor Delph feels the following items must be incorporated into the repairs in order to avoid future problems:

1. Repair or replace the drain pipes from catch basins at the S. W. and N. E. corners.
2. Extend the reinforced concrete face wall to the building foundation, on the S. W. corner, to insure no water transfer into the stone masonry wall.
3. Weep holes be provided along the reinforced concrete face wall to allow any ground water to flow out.

These items were incorporated into the proposed repair sketch which was submitted Project Request in January. Please consider these items in development of final plans.

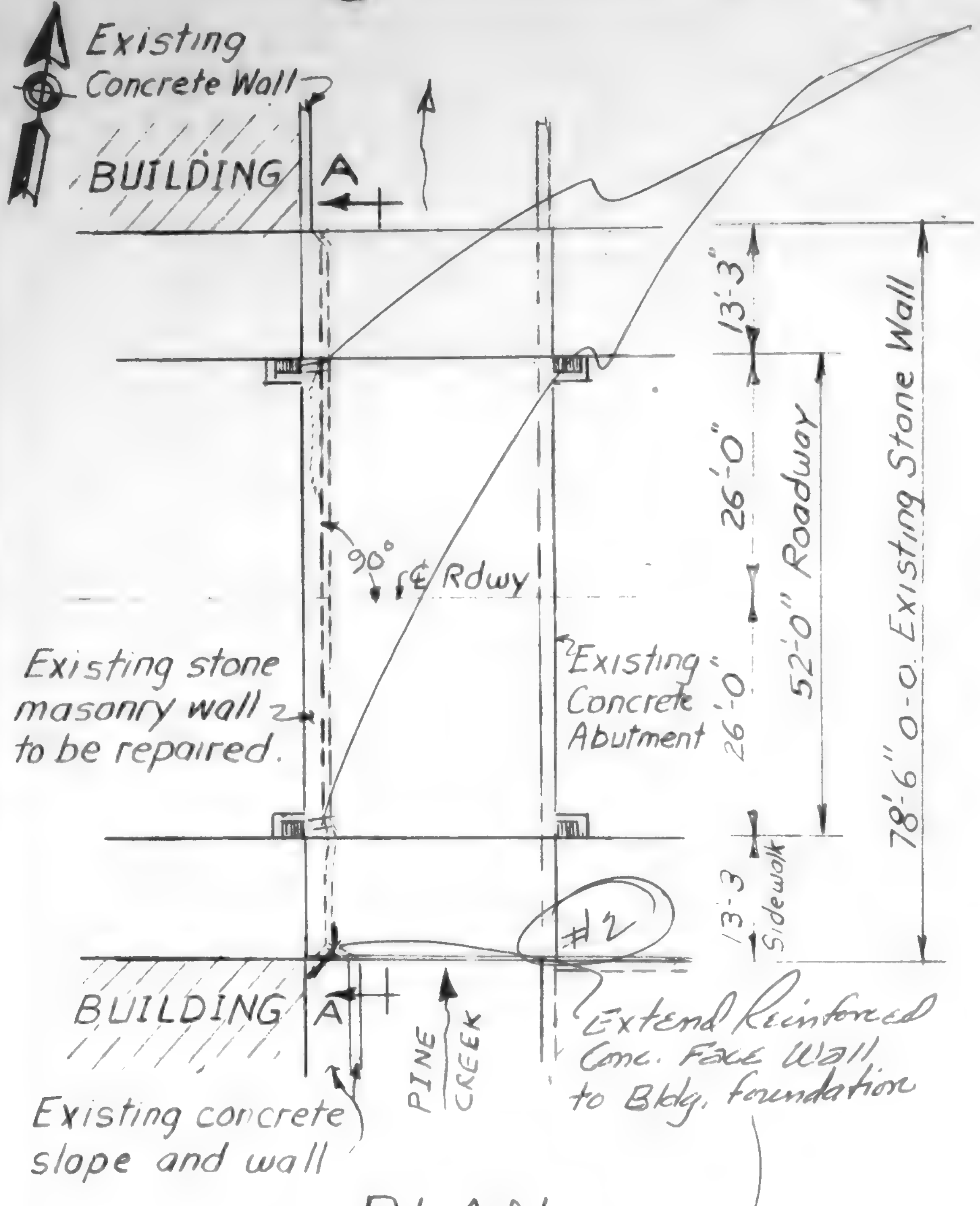
Mayor Delph is very pleased the Bridge Section has taken the initiative towards plan development and conveys her sincere thanks. The bridge remains closed but they are running out of barricades, thanks to vandals.

The City has sufficient monies within their budget to match the requested HBR Funds and anxiously awaits the action of the review committee. If there is any way for the committee to meet earlier than your indicated time frame, it would be appreciated very much.

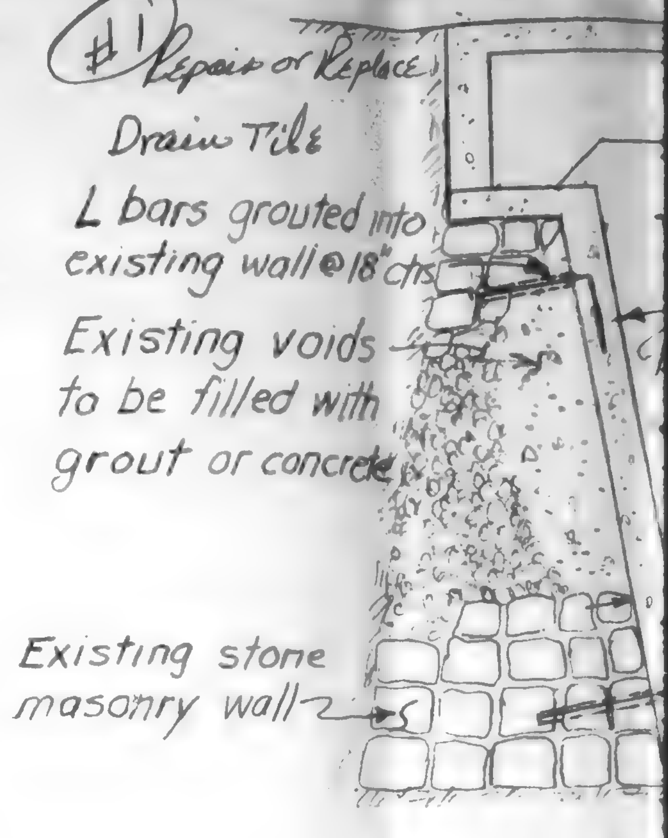
RCL/vt
Enc.
cc: Mayor Lyn Delph
Herb Schell w/enc.
L. E. Swan w/enc.
H. N. Van Cleave w/enc.

PROJECT MANAGEMENT BRANCH
CHE ☐ STE ☐
PLE LE ☐ PRE ☑
1
REFERRED TO FRED
FOR
FILE: PM FA LG.

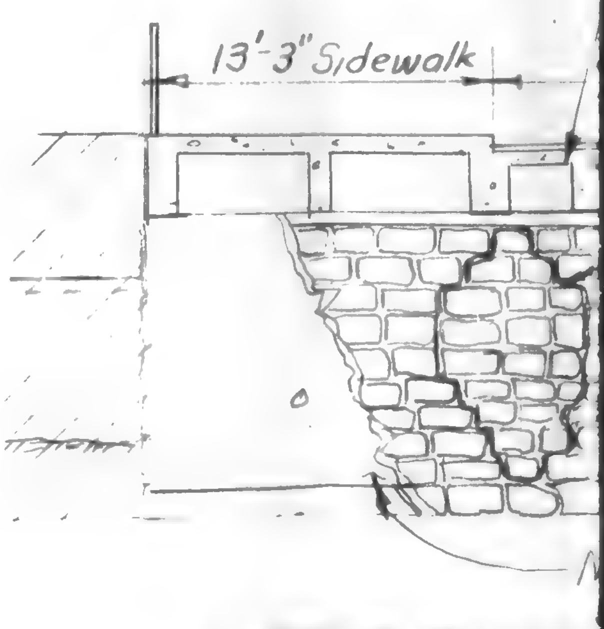
D. E. Swan

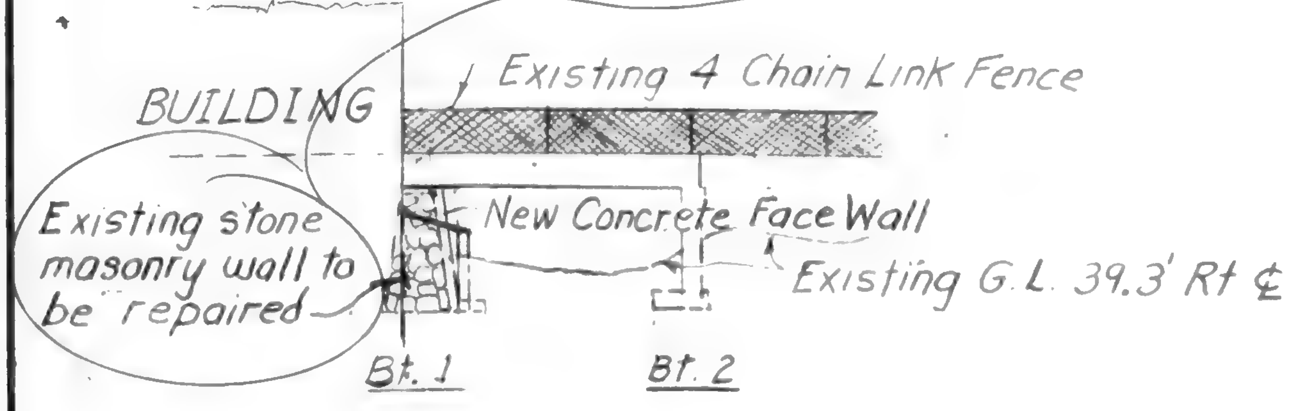

Existing Concrete Wall
BUILDING
A
13'-3"
26'-0"
52'-0" Roadway
78'-6" 0-0 Existing Stone Wall
90°
℄ Rdwy
Existing stone masonry wall to be repaired.
Existing Concrete Abutment
26'-0
13'-3 Sidewalk
#2
Extend Reinforced Conc. Face Wall to Bldg. foundation
BUILDING A
PINE CREEK
Existing concrete slope and wall

PLAN
Scale: 1" = 20'


#1 Repair or Replace Drain Tile
L bars grouted into existing wall @ 18" ctrs
Existing voids to be filled with grout or concrete
Existing stone masonry wall

SECTION
Scale: 1/4"=

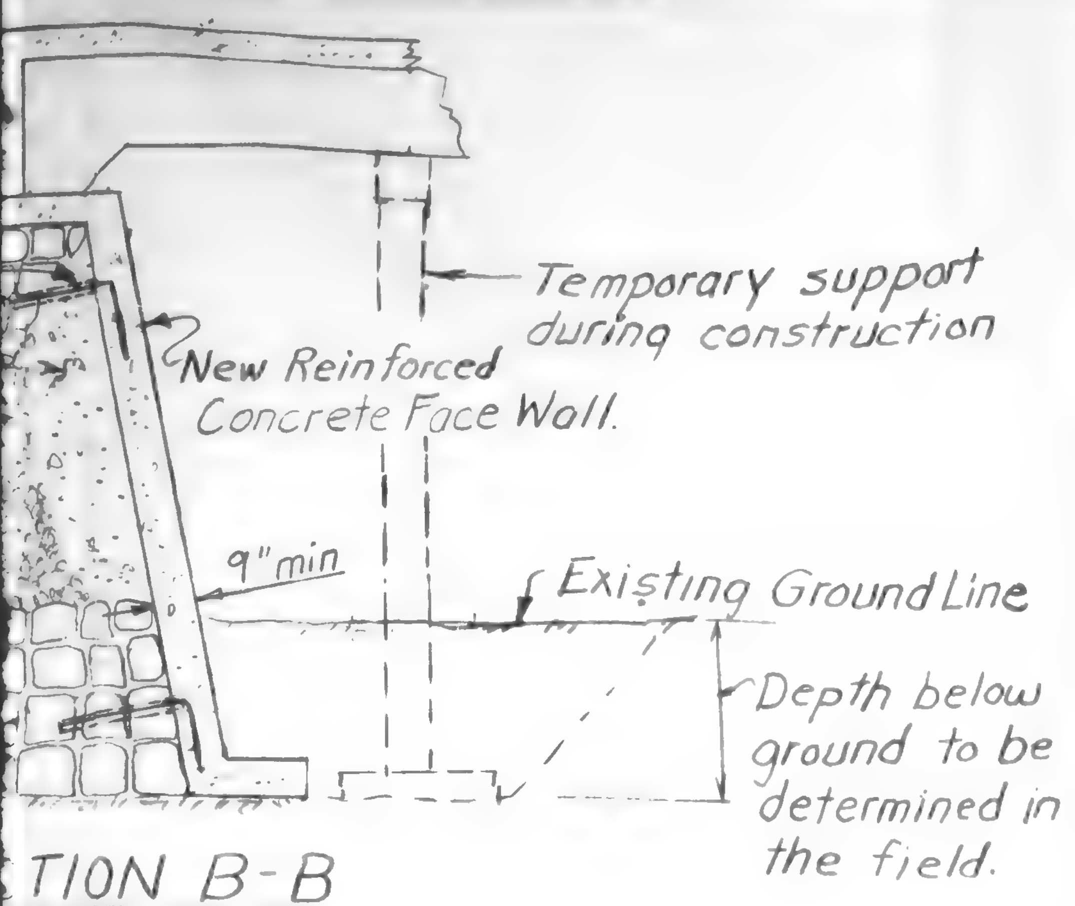

13'-3" Sidewalk


BUILDING
Existing 4 Chain Link Fence
New Concrete Face Wall
Existing G.L. 39.3' Rt ℄
Existing stone masonry wall to be repaired
Bt. 1
Bt. 2

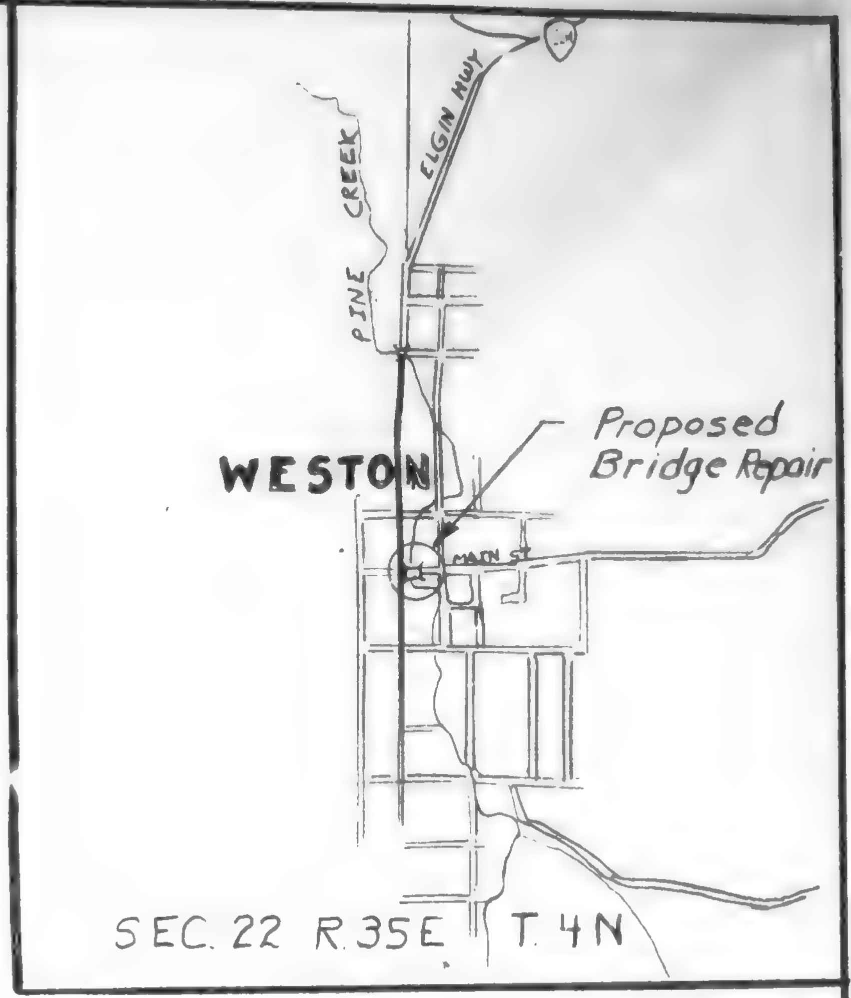
ELEVATION
Scale: 1" = 20'

APPROVE
CITY OF Weston
MAYOR
RECORDER
DATE 4-10-80

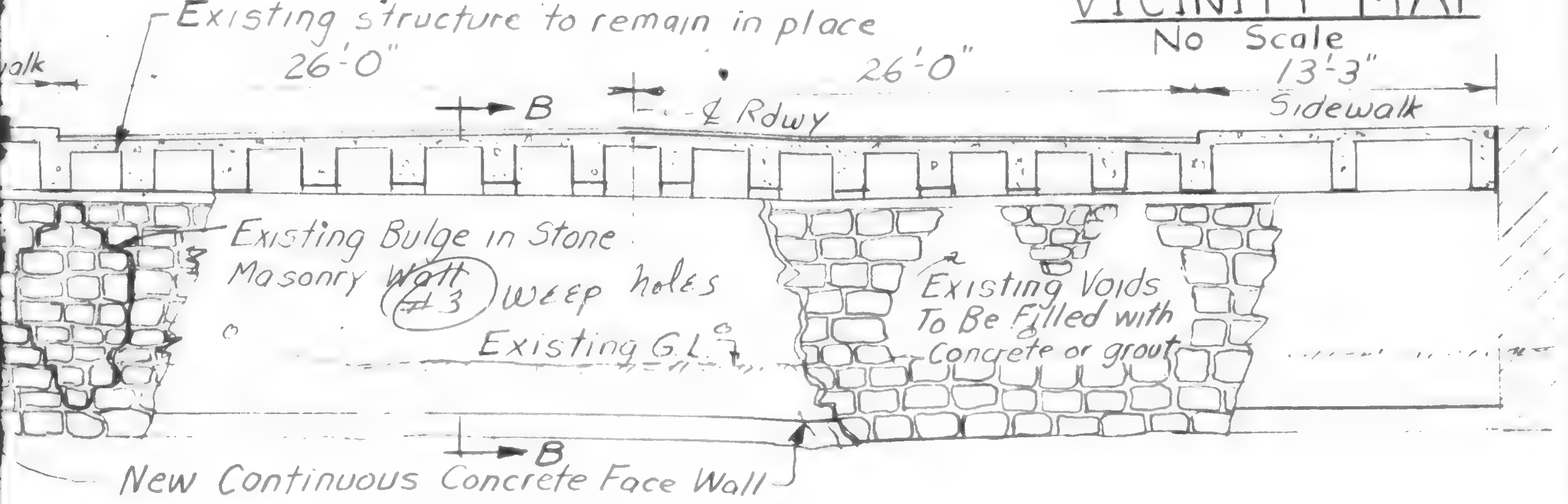
DIETERICH POST OF WASH.


Temporary support during construction
New Reinforced Concrete Face Wall.
9" min
Existing Ground Line
Depth below ground to be determined in the field.

TION B-B
ale: 1/4"=1'-0"


ELGIN HWY
PINE CREEK
WESTON
Proposed Bridge Repair
MAIN ST
SEC. 22 R.35E T.4N

VICINITY MAP
No Scale


Existing structure to remain in place
alk
26'-0"
26'-0"
13'-3"
Sidewalk
B
℄ Rdwy
Existing Bulge in Stone Masonry Wall
#3 weep holes
Existing G.L.
Existing Voids To Be Filled with Concrete or grout
B
New Continuous Concrete Face Wall

SECTION A-A
Scale: 1/8"=1'-0"

OVED BY
weston

Delph
OR
B. Ranger
ORDER
80

OREGON STATE HIGHWAY DIVISION **BRIDGE SECTION**	
PINE CREEK (WESTON) BRIDGE REPAIR	
MAIN ST. UMATILLA COUNTY	
PRELIMINARY PLAN & ELEVATION	
APPROVED: BRIDGE ENGINEER	DATE Apr. 8, '80 BRIDGE NO. 6698-A DESIGNED DRAWN GDA DRAWING NO. B 842

STATE OF OREG

INTERO CE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer Attn. Roger Lang

DATE: April 8, 1980

DES 23
Br. 6698A

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIG
WALTER J. HAR

SUBJECT: Pine Creek (Weston) Bridge
Umatilla County
Bridge 6698A
Ston Masonry Wall Repair

Enclosed are four reduced prints of drawing B842 which is the preliminary plan and elevation for the subject structure.

The proposed repair project is not presently funded. However, the HBR review committee will be meeting in a month to six weeks and our calculations indicate that the sufficiency rating will make this project eligible for HBR funds. There is a good chance that the review committee will select the project for funding.

Our present estimate of costs for the proposed repair, not including any grading costs, is as follows:

Structure Wall Repair	$21,600
Engineering & Contingencies	4,400
TOTAL	$26,000

Please use these prints to obtain the approval of the City of Weston and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

GDA:dh
Enclosures

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encls.
County-City Unit
Environmental Sec. (M. Banks) /w/ 1 set encls.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☒
APR 9 1980
REFERRED TO Fred
FOR
FILE: PM FA LG.

81-125-1387

7231

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ...La Grande, Oregon 97850 ... ...Telephone 963-3177

February 12, 1980

The Hon. Lyn Delph, Mayor
City of Weston
City Hall
Weston, Oregon 97886

Dear Lyn:

Re: Pine Creek (Main St.) Bridge
Proposed HBR Project

Enclosed is a copy of a letter to the Federal Highway Administration asking for inclusion of the Main Street Bridge in the inventory and assignment of a sufficiency rating.

This step is necessary and must be accomplished before we can proceed with the proposed repairs. Hopefully, we will be able to speed the process.

I will keep you informed of any progress.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/dt
Enclosure

cc: W. J. Hart
D. E. Swan w/encl.
H. N. Van Cleave w/encl.

PROJECT MANAGEMENT BRANCH
[illegible] ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
FEB 1 [illegible]
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Form 734-3123

D.E. Swan

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

MAINTENANCE BRANCH - P. O. Box 14030 - Salem, OR 97310

In Reply Refer to
File No.: Bridges

February 8, 1980

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA FEB 12 1980 ☐
RECEIVED
REGION 5 OFFICE

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Salem, OR

Attention: H. A. Schell

Dear Mr. Green:

Attached is the bridge inventory data, in six-card format, for Pine Creek Bridge #6698 on Main Street in Weston, Oregon.

This is an off system structure that has been closed until rehabilitation funds are made available to the City.

Please forward this data to Washington, D.C. for addition to Oregon's Bridge Inventory and assignment of a sufficiency rating.

Sincerely,

JHWood
John H. Wood
Structure Maintenance Engineer

JHW:ji
Attachment
cc: Walt Hart

RECEIVED
FEB 11 1980
BRIDGE SECTION

NOTED
W.J. HART

1221 1-20

RECONNAISSANCE NARATIVE REPORT

Pine Creek (Main St.) Bridge Section
Proposed HBR Project

City of Weston
Umatilla County

History

The structure was constructed by the City of Weston in 1921 under design and specifications prepared by G. R. Edwards, Professional Engineer of Oregon, No. 581. An existing stone masonry wall (westerly bent) was utilized in the structure design. It is assumed this wall was utilized because of the apparent sound appearance and as a cost saving measure.

For a period of time (approximately 1931 - 1960) State Highway No. 330 was routed over the structure and was identified as Bridge No. 6698. A copy of drawing No. 7786 was obtained from John Wood and is included with the project data.

Existing Situation

The stone masonry wall apparently has been subjected to freeze/thaw actions for quite some time. Moisture penetrating the wall has caused the mortar to deteriorate allowing the loosened stones to displace and fall from the wall.

Deterioration of the mortar is noticeable along the entire length of the wall just above the stream bed and each curb line where the catch basin drains come through the wall.

The most apparent failure of the wall is located 26 feet right (upstream curb line) where the wall has buckled out about three to four inches and from 12 to 26 feet left where stones have fallen from the wall to a depth of one to one and a half feet. Stones from the exposed interior of the wall are easily removed by hand.

J. Val Toronto, P.E., inspected the structure for the City and found no structural defect other than the wall failure. Mr. Toronto recommended the structure be limited to 8,000 pounds maximum load to insure no further damage to the structure. The City acted on Mr. Toronto's recommendation and have placed a load limit of 8,000 pounds on the structure until repairs are accomplished.

The City has been advised to take whatever steps they feel are necessary to prevent further displacement of stones in the area of severe wall deterioration. Options available, but not limited to, are mortaring of the wall cavity and/or construction of a protective wall to divert water away from the area.

Proposed Corrective Measures

As no distress is noticeable in the remaining portion of the structure it is felt the major structural quality of the stone masonry wall (bent 1) has not yet diminished and reinforcement of the wall is the most justifiable method of rehabilitating the structure.

It is proposed that the stone masonry wall be laminated with an 18-inch, class A reinforced concrete retaining wall supported on a 24-inch base, butted against a brick building on the upstream side and tied into an existing concrete wall 39' ± left. It is felt that no hydraulics study is necessary for this project. Also, Action Plan activities should be covered under the existing state wide assessments.

General

On January 17, 1980, Dave Carter, Area Engineer, FHWA, and H. N. Van Cleave, Resident Engineer, conducted an indepth review of the proposed project. Full discussion of the project and available alternatives for rehabilitation of the structure showed the proposed corrective measure to be the most feasible.

Mr. Carter agreed with the City's action of placing the load limit on the structure and indicated he would recommend approval of the project in normal channels.

It is recommended we proceed with programming of this project under HBR funding as rapidly as possible.

Addendum - January 23, 1980

The inspection report received from J. Val Toronto, P. E., showed a rating of 1 for Substructure (item No. 60) and a rating of 1 for Channel and Channel Protection (item No. 61), which is contradictory to the 4-ton load limit.

Herb Shaw contacted Mr. Toronto regarding the discrepancy at 5 p.m. on January 22, 1980. Mr. Toronto does not wish to revise his evaluation of the structure and would immediately recommend to the City of Weston to close the structure to all vehicular traffic.

Alice Ringer, City Recorder, confirmed closure of the bridge as of this date.

9231

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 23, 1980

Roger C. Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed HBR Project
Pine Creek (Main St.) Bridge
City of Weston
Umatilla County

SALEM

Enclosed is a project request received from the City of Weston for rehabilitation of Bent No. 1 of the Pine Creek Bridge. Also enclosed is a reconnaissance report, sketch of proposed corrective measures, estimate of cost, an authority for survey showing anticipated preliminary engineering costs and a copy of the bridge inspection report submitted by J. Val Toronto, Programming Engineer.

The bridge inspection report ratings were contradictory to the recommended weight restriction of 8,000 pounds. Mr. Toronto advised Herb Shaw that he could not change his evaluation of the structure and would recommend closure of the bridge to the City.

Alice Ringer, City Recorder, has advised me that the bridge has been closed in conformance with Mr. Toronto's recommendation.

I have briefly discussed the problem with Walt Hart, Bridge Engineer, and have reviewed the entire problem on site with Dave Carter, Area Engineer, FHWA, who agree repairs should be made at the earliest possible date in order to protect the City's investment.

Due to the unique nature of this project, it is felt no project assessment is necessary (should be under a statewide assessment), only limited field survey work will be required, no foundation study will be required (as no vertical movement has been detected), and no hydraulics study needs to be done.

I have deviated from the normal method of applying for HBR funds by sending in the project request before the structure appears on the National Register because of the need to move ahead rapidly. Please take the necessary steps to obtain early approval of this project.

RCL/cb

Enclosures

cc: Lyn Delph, Mayor
W. J. Hart
John Wood
H. N. Van Cleave

PLE ☐ ☐ PRE 3

REFERRED TO F-red 3

4231 (PCB0001) 10 Aug [illegible] 80

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ~~Pine Creek Bridge~~ Pine Creek (Main St.) Bridge

Highway Main Street, City of Weston

County Umatilla

Date January 21, 1980

Authorization No. 1

Survey Prefix 330-1963 (Assigned by Salem office)

Description of termini, route, length, etc.:

On Main Street, at crossing of Pine Creek.

modified 8/19/80 B [illegible]

Purpose of survey:

Prepare plans, specifications and estimate of cost for rehabilitation of Bent 1 (stone masonry wall).

Estimate of cost: BHOS-3003(1) 8-29-80

		Estimate of Cost
Field Survey	(901)	~~$750~~ 100
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	~~$500~~ 500
Bridge Design	(906)	~~$1400~~ 2,000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	~~$100~~ 100
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	50
Specifications	(921)	~~$750~~ 800
Environmental	(923)	50
Foundation Exploration	(926)	
Free Bridge Design	(927)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

HCR project approved by Comm [illegible] /80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ ~~3,500~~ 3,600
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Roger C Long
Region Federal Aid Engineer
Field Engineer

Recommended for Approval: Wendell E. Schwartz
Regional Engineer

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

1/21/80

VH

9231

CONSULTI[illegible]
Engineers

J. VAL TORONTO & ASSOCIATES, INC.

STATE OF OREGON
LICENSE #5802
STATE OF WASHINGTON
LICENSE #11766
STATE OF ALASKA
LICENSE #1413

TELEPHONE (503) 276-7402
225 S. E. 2ND
PENDLETON, OREGON 97801

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA JAN 22 1980 ☐
RECEIVED
REGION 5 OFFICE

January 20, 1980

Roger Lang
Oregon State Highway Department
P.O. Box 850
La Grande, OR 97850

Dear Mr. Lang:

Enclosed is a recent 1980 inspection report of the City of Weston Main Street Bridge. This bridge is the city's most important and most heavily travelled structure for both vehicular and pedestrian traffic. To protect the structure from serious failure as well as vehicular traffic and public alike, the City has barricaded much of the bridge and placed an ~~8~~-ton one-way traffic load limit on the remaining portion.

Typo, 8,000 Lb. signs in place

A thorough investigation by a general contractor indicates that the steel reinforced concrete T-Beam deck superstructure is supported solely by only a grouted rubble rock masonry wall of approximately one rock thickness. Possibly, due to age and the elements, the grout has lost its strength, and subsequently the wall is crumbling away in may locations.

The last major construction occurred in 1921 and it appears from the records that the rubble wall was in existence at that time, hence, could be several decades older than the 58 years old superstructure. The east side concrete abutment and the present superstructure are in good visible condition and are certainly worth saving.

The City of Weston has never participated in a Federal or State highway funded program and is in dire need of obtaining assistance in saving this most important and most heavily travelled city bridge.

Your help and assistance is very much appreciated by the Mayor and City Council.

Sincerely yours,

J. Val Toronto

J. Val Toronto, P.E.

Attachment: as noted.

CIVIL -- HYDRAULICS -- STRUCTURES

HIGHWAY DESIGN
ACCIDENT INVESTIGATION
COMMUNITY PLANNING
PARKS AND SWIMMING POOLS
WATER AND SEWER DESIGN, PLANTS AND FACILITES
SITE DEVELOPMENT INVESTIGATION
CONSTRUCTION MANAGEMENT & SUPERVISION
SUBDIVISION PLANNING AND SURVEYS
CANALS, DRAINAGE STRUCTURES & STORM DRAINS
FOUNDATION INVESTIGATION -- BORINGS, CLASSIFICATION & TESTING

BRIDGE INSPECTION REPORT

BRIDGE NO. 1 - O.S.

OREGON STATE HIGHWAY DIVISION

BRIDGE TYPE Conc. T. Beam
NAME Weston Main St. Bridge
HWY. NO. 1 - O.S. MILE POST 0.14
CROSSING (OVER, ~~UNDER~~)
COUNTY Umatilla
INSPECTORS' J. Val Toronto, P.E.
DISTRICT 12 YEAR BUILT 1921 PHOTOS Yes DATE 1-10-80
SIGNATURES J. Val Toronto P.E.

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. END BENTS	Caps	1	
	Piles	NA	
	Footings	1	
	Footing Piles	NA	
	Backwalls, Bulkheads	1	
	Wings	1	
2. INTERIOR PIERS OR BENTS	Caps	NA	
	Columns, Posts	NA	
	Footings	NA	
	Footing Piles	NA	
	Piles	NA	
	Bracing	NA	
3. Debris on Seats		5	
4. Paint		NA	
5. Collision Damage		1	
6. Scour		1	
7. Settlement (Footing or Piling)		1	
INSPECTOR'S CONDITION RATING (60)		1	

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	1
2. Embankment Erosion	1
3. Drift	8
4. Vegetation	8
5. Channel Change	8
6. Fender System	NA
7. Spur Dikes & Jetties	NA
8. Riprap	1
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	1

SUPERSTRUCTURE (59)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. Stringers		8	
2. Girder or Beams		8	
3. Floor Beams		8	
4. TRUSSES	Chords	na	
	Web Members	na	
	Portals	na	
	Bracing	na	
5. Diaphragms, Bridging		na	
6. Bearing Devices		1	
7. Paint		na	
8. Rivets or Bolts		na	
9. Welds		na	
10. Collision Damage		1	
11. Deflection under Load		8	
12. Alignment of Members		8	
13. Vibrations under Load		8	
14. Machinery (Movable Spans)		na	
INSPECTOR'S CONDITION RATING (59)		5	

CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		

DECK (58)	Condition Rating
1. Deck — Structural Condition	8
2. Wearing Surface	8
3. Deck Joints	8
4. Curbs, Felloe Guards	8
5. Sidewalks	8
6. Parapet, Concrete Barrier	8
7. Railing, Posts	8
8. Median Barrier, Railing	na
9. Paint	na
10. Drains	1
11. Lighting Standards	na
12. Utilities	5
13. Vibrations in Deck	8
INSPECTOR'S CONDITION RATING (58)	8
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	8
2. Shoulder Embankment	na
3. Relief Joints	na
4. Approach Slab	na
5. Guardrail	8
INSPECTOR'S CONDITION RATING (65)	
SAFETY FEATURES (36)	
APPR. ALINE. (72)	
SIGNING	
1. Posted Loading	8 T
2. Legibility	10
3. Visibility	10
INSPECTOR'S CONDITION RATING	9

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

Superstructure spanning 13' void vicinity NW corner of Paving notch. Superstructure bearing on old mortar grouted hand placed rock wall which has suffered severe erosion and deterioration in numerous locations throughout old mortar rock wall. In the above location all support for superstructure is gone and City has placed 8 ton max. load limit on its main highway through City and is rerouting all traffic exceeding this load limit.

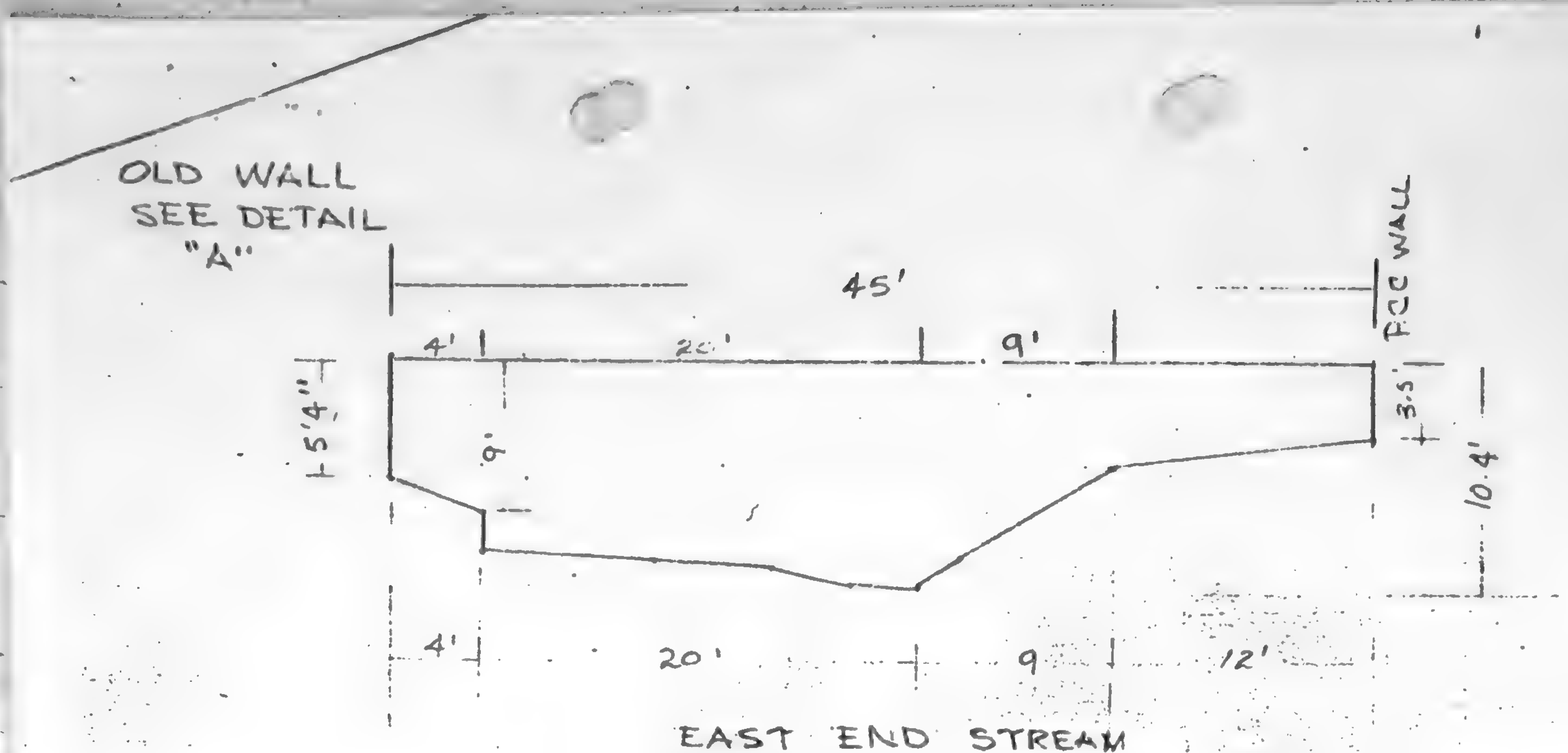
MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST Maintenance	ESTIMATED COST Betterment	REPAIRS COMPLETE
59, 60	Superstructure spanning 13' void in rock back wall vicinity N.W. paving notch. Continued erosion will cause major disaster. Remedial immediate maintenance will only ensure that the structure does not wash out during average spring high water flows	$2,000	$50,000	$52,000

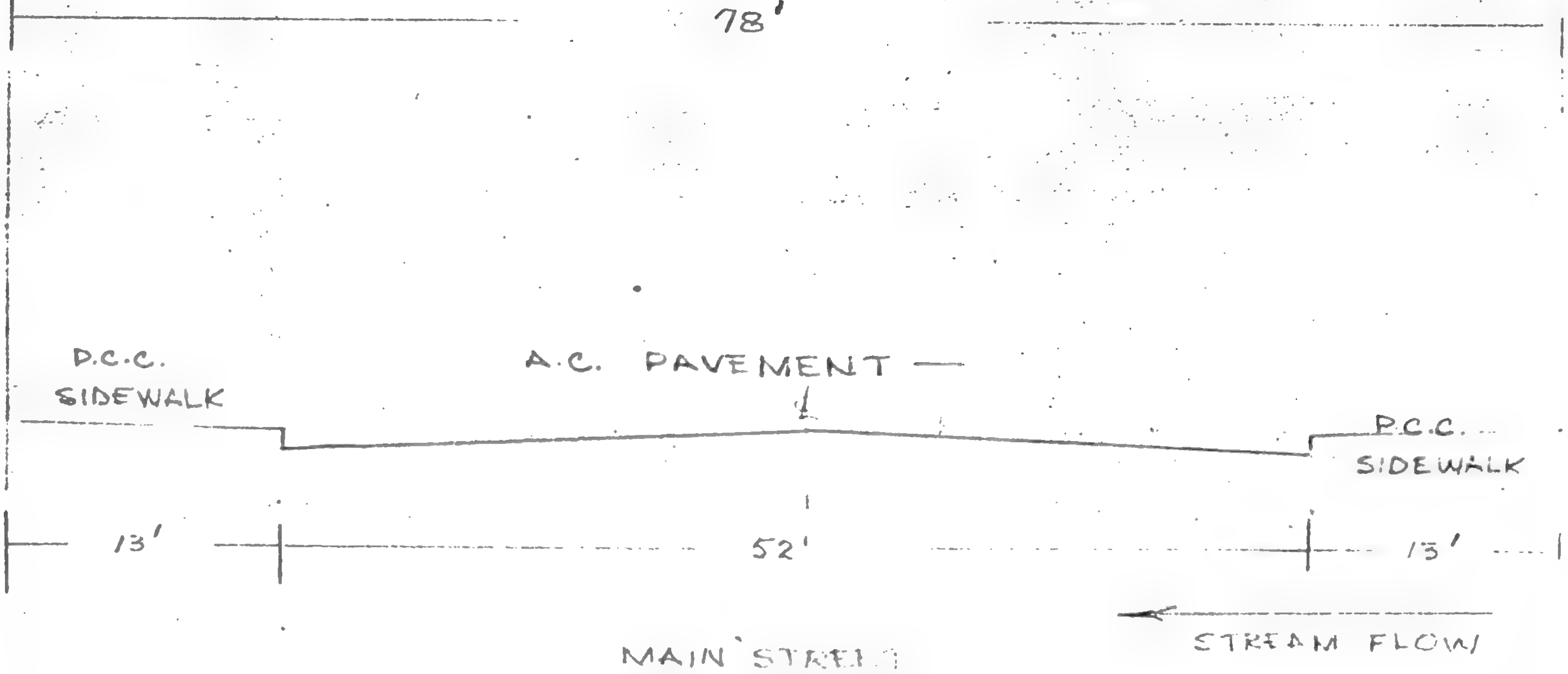
NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair of whatever character.

Form 734-3864 (Rev. 3-79)

SP*70886-734

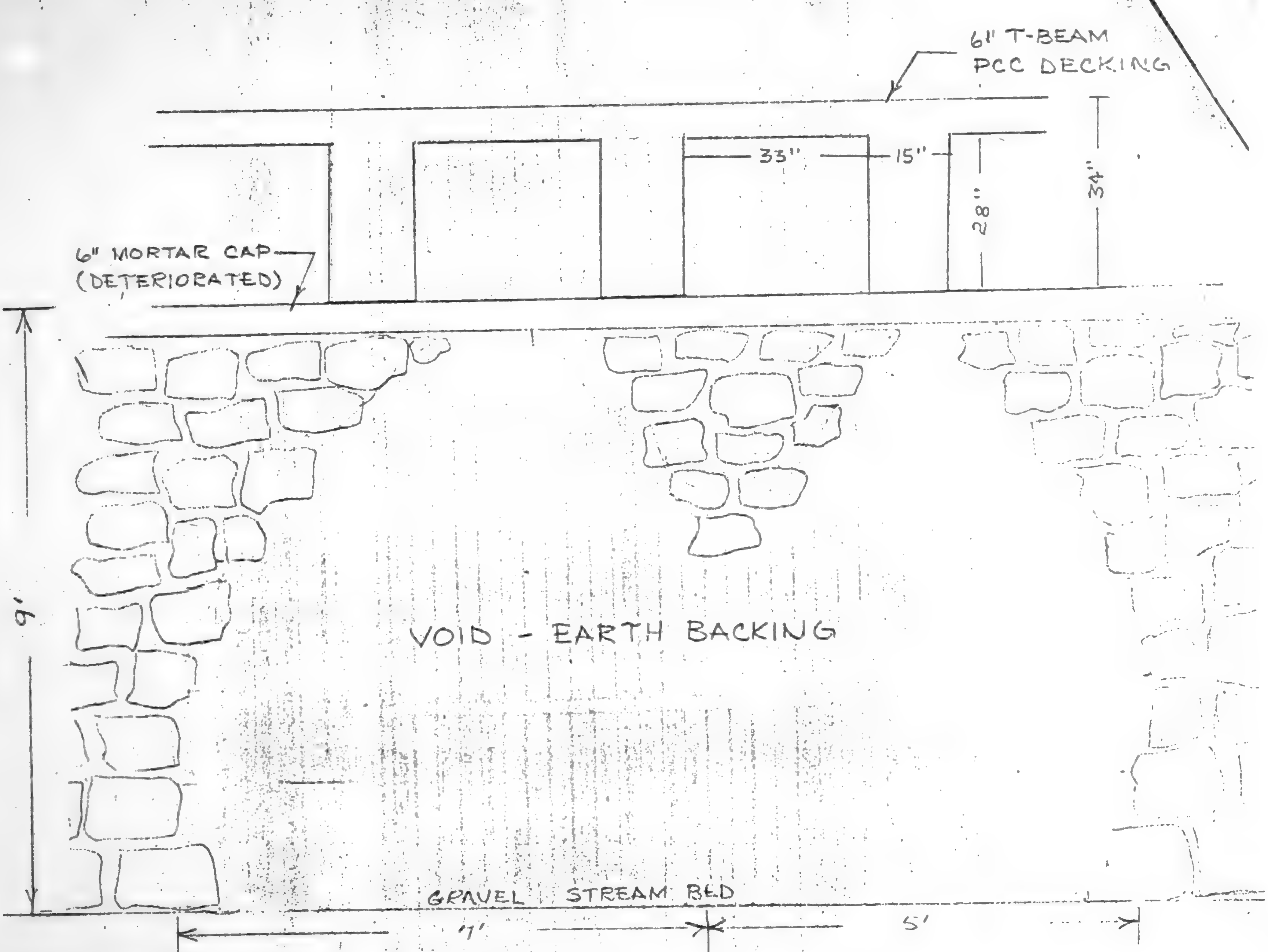

OLD WALL
SEE DETAIL
"A"
45'
4'
20'
9'
PCC WALL
5'4"
9'
3.5'
10.4'
4'
20'
9
12'

EAST END STREAM
CROSS SECTION
SCALE H = 1" = 10'
V = 1" = 10'


78'
P.C.C.
SIDEWALK
A.C. PAVEMENT
℄
P.C.C.
SIDEWALK
13'
52'
13'
STREAM FLOW

MAIN STREET
CROSS SECTION

CITY OF WESTON
MAIN ST BRIDGE
PINE CREEK XING


6'' T-BEAM
PCC DECKING
33''
15''
28''
34''
6'' MORTAR CAP
(DETERIORATED)
9'
VOID - EARTH BACKING
GRAVEL STREAM BED
4'
5'
DECAYED & ROTTED
MORTAR BETWEEN
ROCK

DETAIL "A"
MORTAR ROCK RUBBLE WALL

FEDERAL AID PROJECT REQUEST

Date January 18, 1980

Applicant Agency City of Weston

Request for: Off-System____, FAS-C____, FAUS____ Project HBR X

Federal Aid Route No. N/A Route Name Main street

Project Name PINE CREEK (MAIN ST.) BRIDGE

Project Length 40' Project Location (Attach sketch map)

Project Description Replacement of stone masonry bridge bent with reinforced concrete bridge bent.

Average Daily Traffic 250 - 300 Estimated Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Sidewalks____

Remarks N/A

2. Desired Roadway Cross Section: (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Curbed____ Length Curb Radii____

Sidewalk/Bikeway____

Remarks N/A

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

2. **Proposed Signalization:**

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? N/A

4. **Permanent Striping:**

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

N/A

2. **Proposed Illumination:**

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location PINE CREEK (MAIN ST.)

Type

Approach Roadway Width 26' Shoulder Width

Length 28' Width 78$^{\underline{5}}$'

To remain in place? YES

2. **Proposed Structure:**

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A – Existing

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? NO

Remarks Existg. stone masonry end bent is collapsing, apparent failure of mortar due to erosion. Load limit of 4 Tons Established by City upon recommendation of J. Val Toronto, P.E.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad ______

Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement City Recorder, Alice Ringer
   Office
2. Environmental " " " "
   Office
3. Public Hearing " " " "
   Office

Remarks Project is of emergency nature, replacement of bridge bent is necessary to protect investment. No hearings are anticipated.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No________

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	45,675
Railroad	
Other________	
Preliminary engineering	3500
PROJECT TOTAL	$ 49,175

Remarks City requests expedited approval of project request/. Street may be closed during const.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Weston and/or N/A COUNTY

By Lynn Delph, Mayor

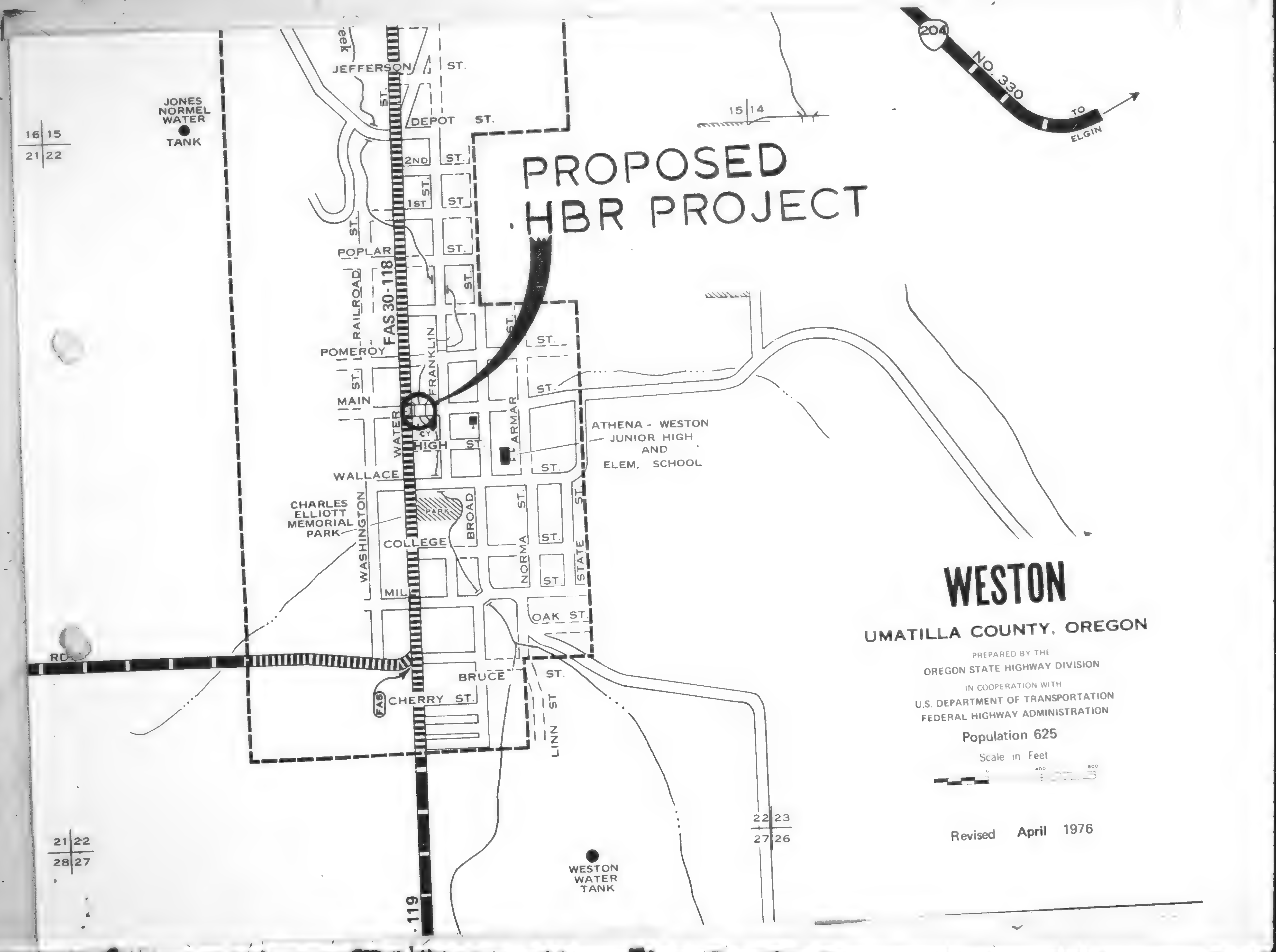
By________

By________

By________

By________

(1976)


PROPOSED HBR PROJECT
JONES NORMEL WATER TANK
WESTON WATER TANK
ATHENA - WESTON JUNIOR HIGH AND ELEM. SCHOOL
CHARLES ELLIOTT MEMORIAL PARK
PARK
FAS 30-118
FAS
119
RD.
204
NO. 330
TO ELGIN
JEFFERSON ST.
DEPOT ST.
2ND ST.
1ST ST.
POPLAR ST.
RAILROAD ST.
POMEROY ST.
MAIN ST.
FRANKLIN
WATER
HIGH ST.
CY
ARMAR ST.
WALLACE
WASHINGTON
COLLEGE
BROAD
NORMA ST.
STATE ST.
MILL
OAK ST.
BRUCE ST.
CHERRY ST.
LINN ST
16 15 21 22
15 14
21 22 28 27
22 23 27 26
eek

WESTON

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 625

Scale in Feet
0 400 800

Revised April 1976

9231

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Pine Cr (Main St) Bridge
City of Weston
Umatilla County
Reconnaissance Cost Estimate

1-18-80
R.C. Lang

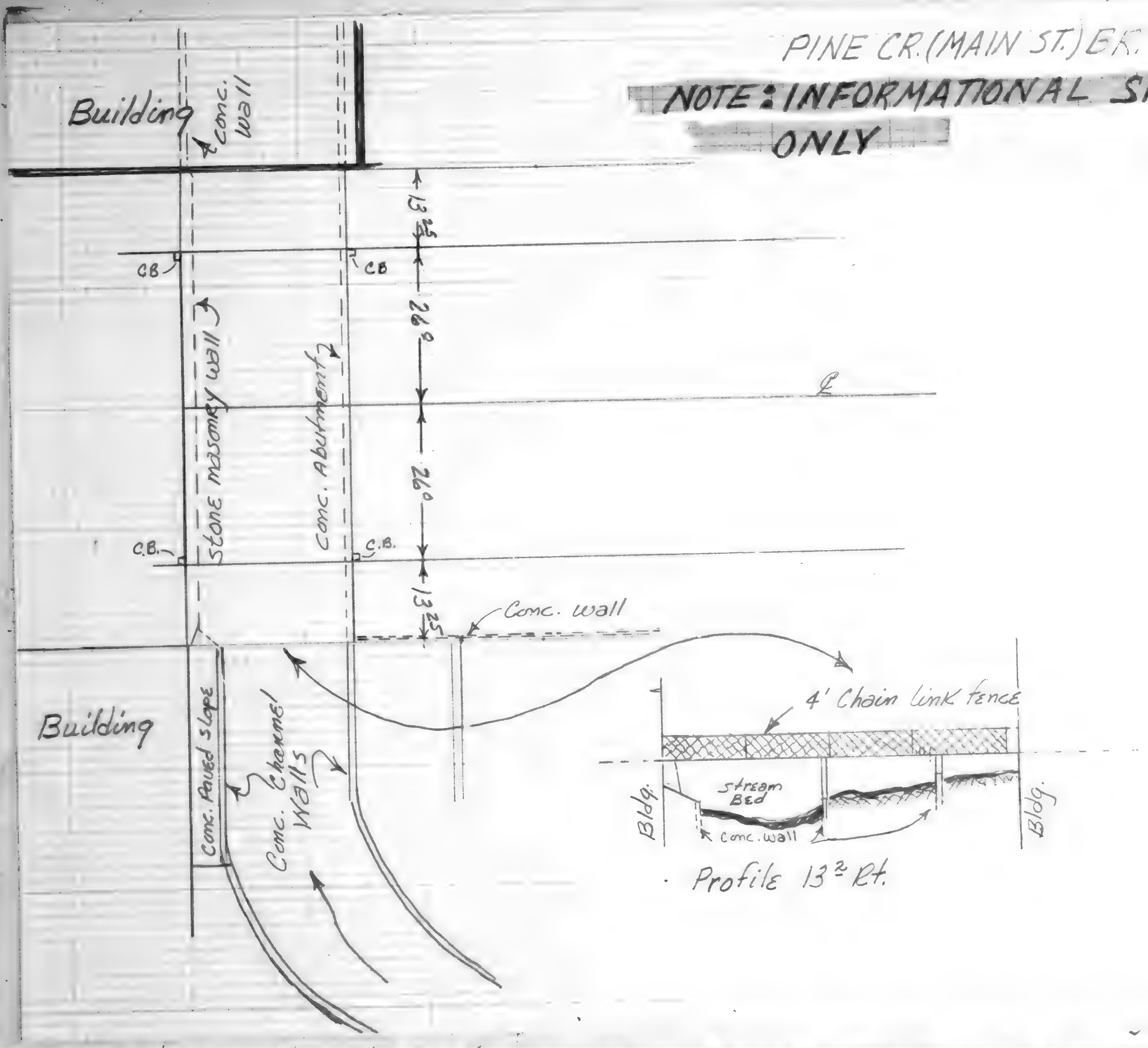
Structural Excavation	
$\frac{5^{0} \times 4^{5} \times 85^{0}}{27}$ = 70.83 CY @ $30	$ 2125
Class "A" Concrete	
$\frac{1^{5} \times 85^{0} \times 10^{5} + 3^{2} \times 85^{0} \times 2^{0}}{27}$ = 69.73 CY @ 300	21,000
Steel reinforcement	
7,000 lbs @ .50	3,500
Catch basin pipes & weep hole	3,000
Mobilization	3,000
Contingencies & Engineering	13,050
	$ 45,675
Prelim. Engineering	
Field	750
* Struc. Design (including title sheet)	1400
Spec's.	750
Plans (Final Design	500
R/W Liaison	100
	$ 3,500
Total Est.	$ 49,175

*Note: Walt Hart indicated design would require nominal work and they may absorb the cost.

RCL

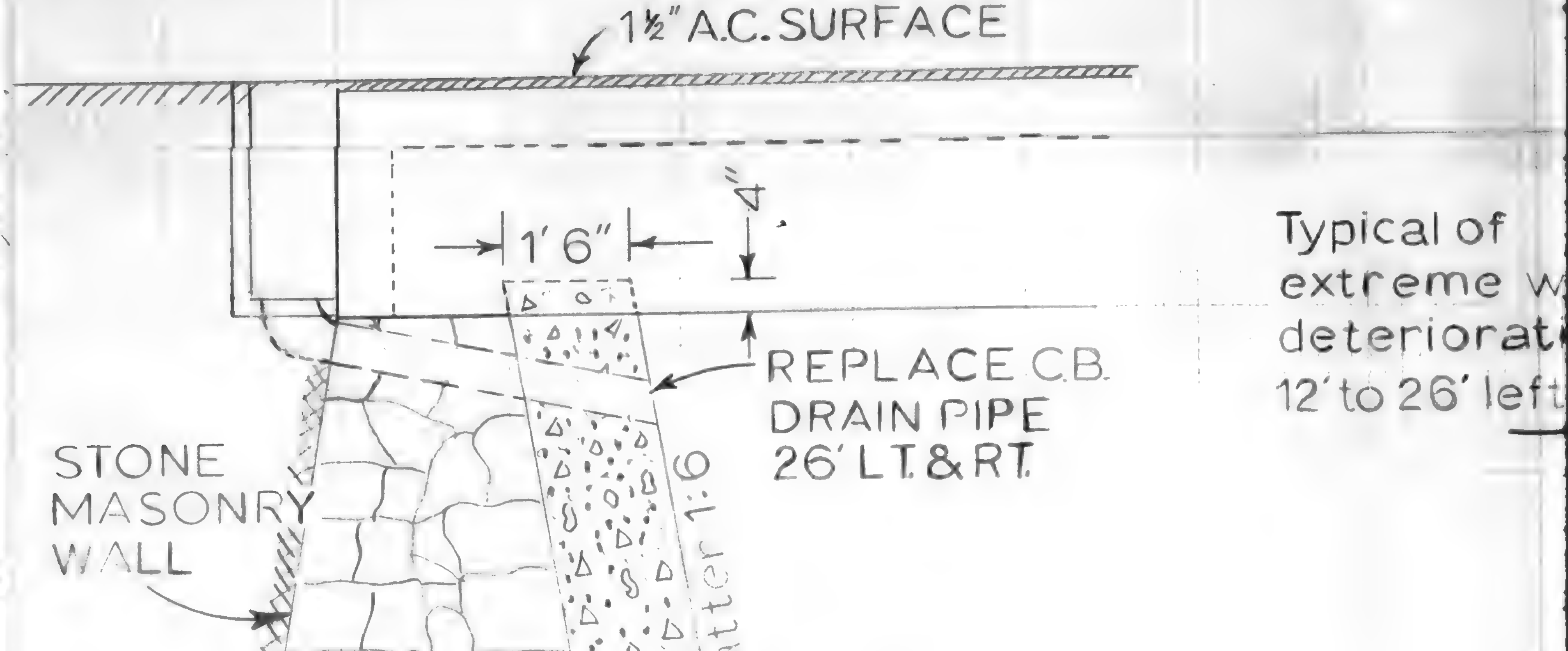
PINE CR.(MAIN ST.) EX.

NOTE: INFORMATIONAL SKETCH ONLY


Building
Conc. wall
CB
CB
13^{25}
26^{0}
26^{0}
13^{25}
Stone masonry wall
Conc. Abutment
℄
C.B.
C.B.
Conc. wall
Building
Conc. Paved slope
Conc. Channel Walls
4' Chain link fence
Bldg.
Stream Bed
Conc. wall
Bldg.
Profile 13^{2} Rt.

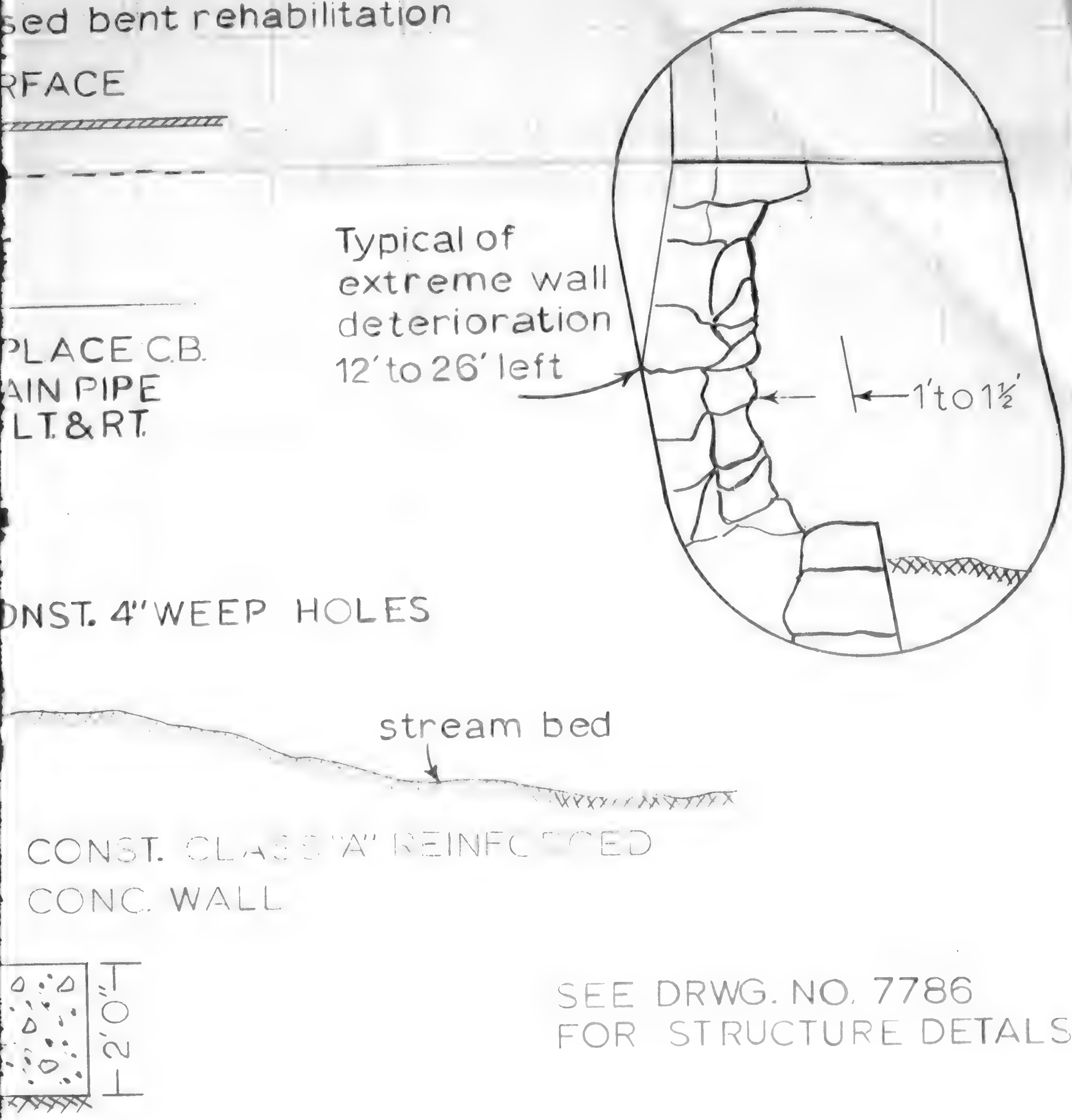
PINE CREEK (MAIN STREET) BRIDGE
CITY OF WESTON
UMATILLA COUNTY

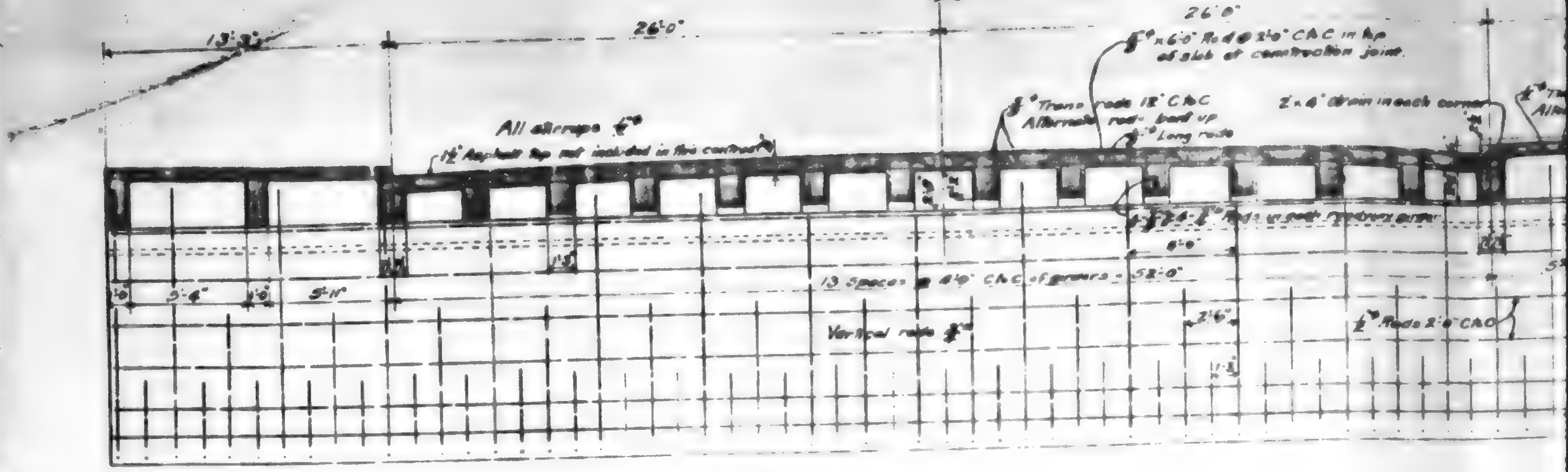
Proposed bent rehabilitation


1½" A.C. SURFACE
1' 6"
4"
Typical of
extreme w
deteriorat
12' to 26' left
REPLACE C.B.
DRAIN PIPE
26' LT. & RT.
STONE
MASONRY
WALL
Batter 1:6
CONST. 4" WEEP HOLES
stream b
CONST. CLASS "A" REINFOR
CONC. WALL
2' 0"

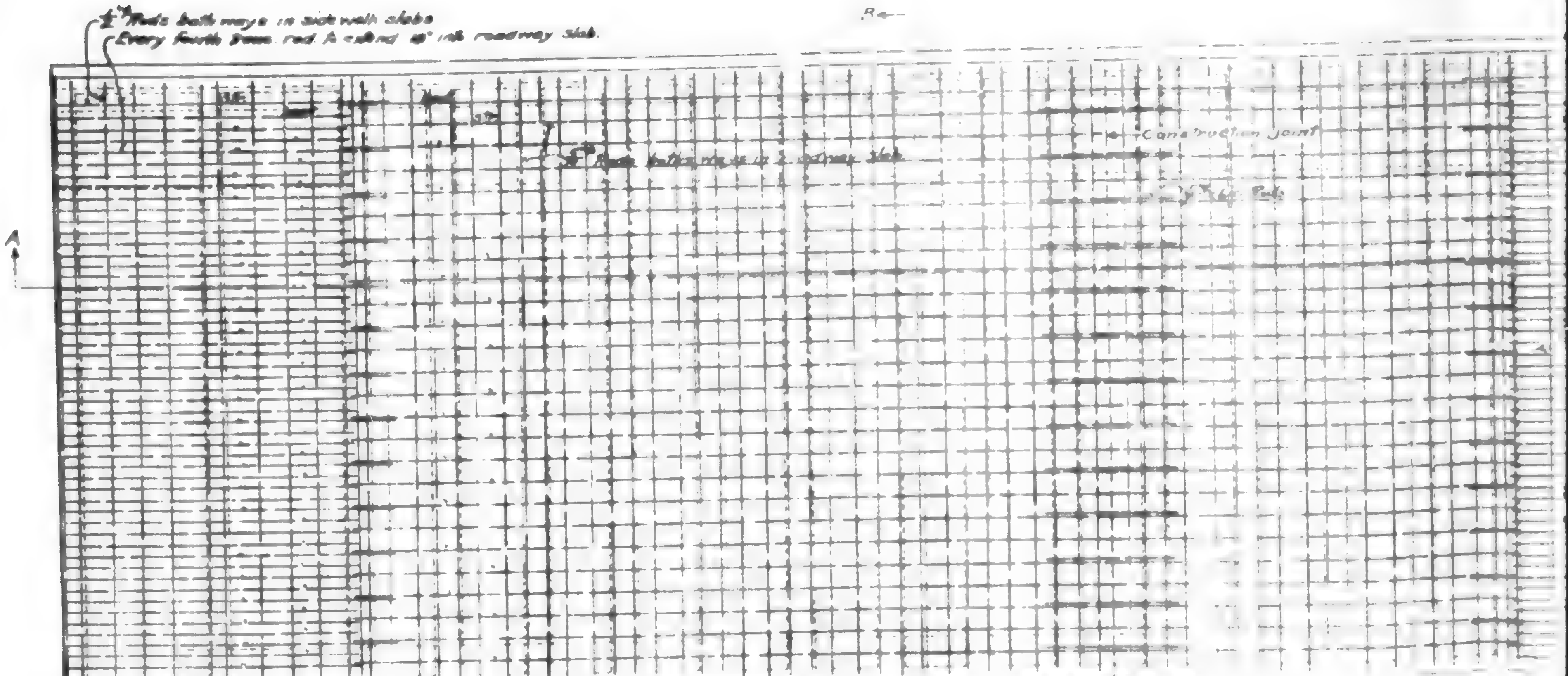
EEK(MAIN STREET) BRIDGE
TY OF WESTON
ATILLA COUNTY

sed bent rehabilitation

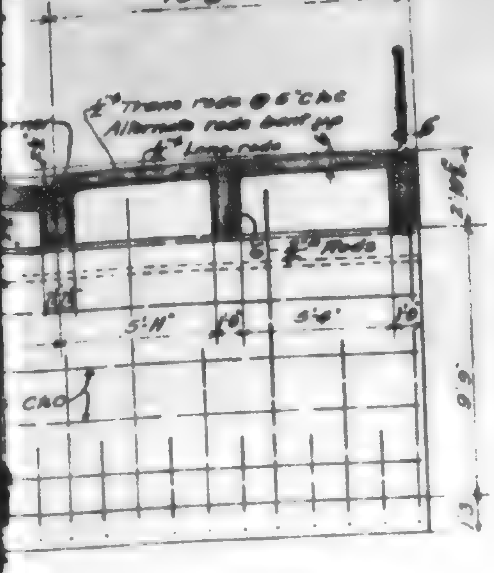

RFACE
Typical of extreme wall deterioration 12' to 26' left
1' to 1½'
PLACE C.B.
AIN PIPE
LT. & RT.
ONST. 4" WEEP HOLES
stream bed
CONST. CLASS "A" REINFORCED
CONC. WALL
2'0"
SEE DRWG. NO. 7786
FOR STRUCTURE DETALS

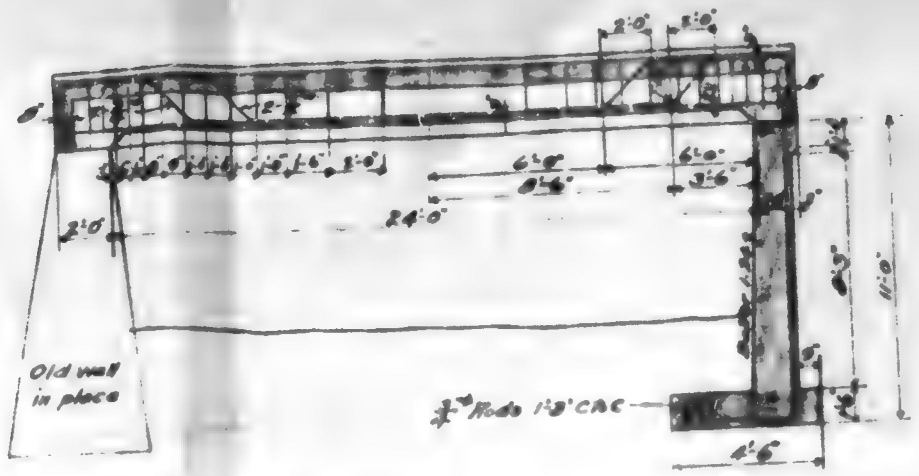

13'-3"
26'-0"
26'-0"
⅝" x 6'-0" Rod @ 2'-0" C to C in top of slab at construction joint.
⅝" Trans rods 12" C to C
Alternate rods bent up
⅝" Long rods
2 x 4" drain in each corner
All stirrups ⅝"
1½" Asphalt top not included in this contract
1'-0"
5'-4"
1'-0"
5'-11"
8'-0"
13 Spaces @ 4'-0" C to C of girders = 52'-0"
2'-6"
Vertical rods ⅝"
½" Rods 2'-0" C to C

CROSS SECTION AA

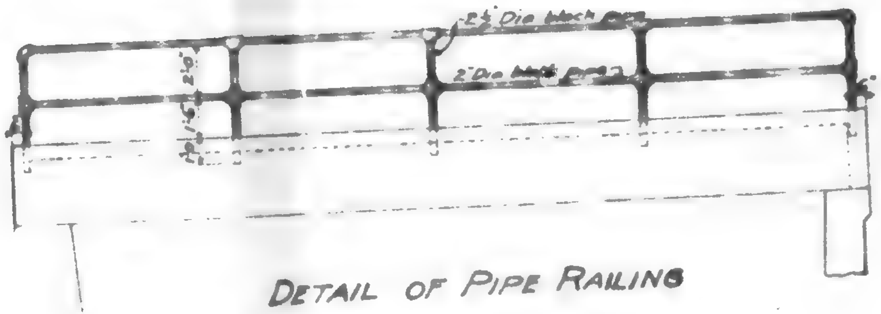

½" Rods both ways in sidewalk slabs
Every fourth trans. rod to extend 18" into roadway slab.
B
A
⅝" Rods both ways in roadway slab
Construction joint
B

PLAN

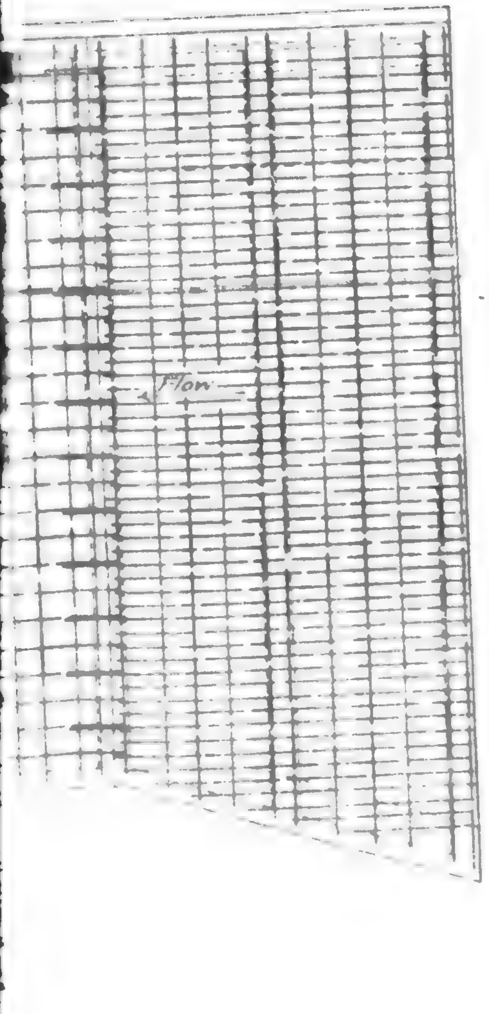

13'-3"
¾" Trans rods @ 6" C to C
Alternate rods bent up
⅝" Long rods
⅝" Rods
5'-11"
1'-0"
5'-6"
1'-0"
C to C
9'-9"


2'-0"
2'-0"
6'-0"
6'-0"
8'-6"
3'-6"
3'-0"
24'-0"
2'-0"
11'-0"
Old wall in place
¾" Rods 1'-3" C to C
4'-6"

SECTION BB


2½" Dia black pipe
2" Dia black pipe

DETAIL OF PIPE RAILING



N.H. Jones, Mayor
City Council
Herman Goodwin
L.B. Davis
Joe Wurzur
J.M. Price
E.M. Smith
W.H. Gould

C.W. Avery, City Recorder

REINFORCED CONCRETE BRIDGE
ON MAIN STREET
WESTON, OREGON
1921

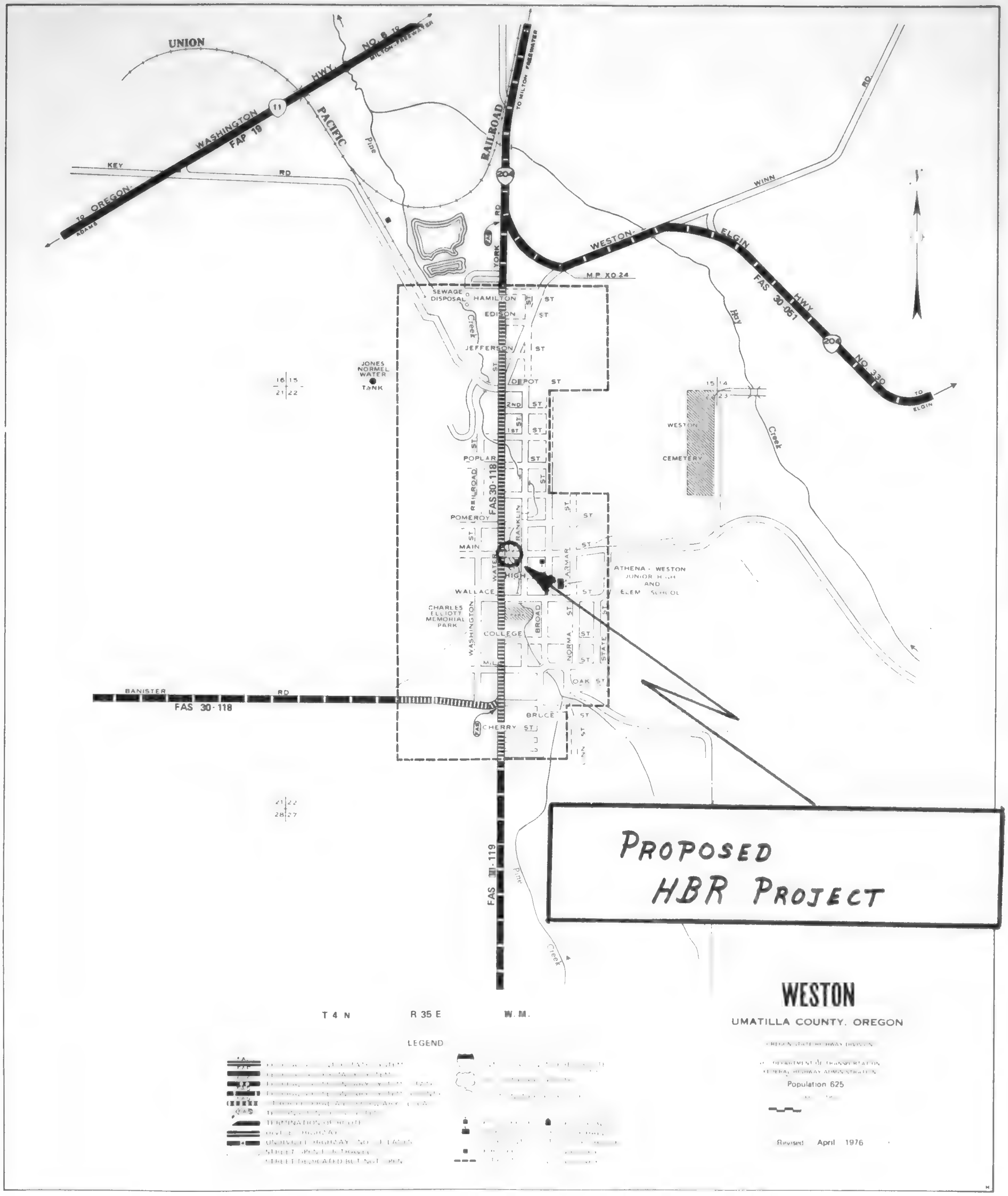
UMATILLA COUNTY
WESTON-ELGIN SEC HWY

Scale ¼"-1'-0"

330-001
Bridge 6698

DRAWING 7786

Sept 13, 1921



UNION
PACIFIC
RAILROAD
OREGON-WASHINGTON HWY NO. 8
FAP 19
11
TO ADAMS
TO MILTON FREEWATER
KEY RD
WINN RD
WESTON-ELGIN HWY NO. 330
FAS 30-051
204
TO ELGIN
YORK RD
MP X0.24
SEWAGE DISPOSAL
HAMILTON ST
EDISON ST
JEFFERSON ST
DEPOT ST
2ND ST
1ST ST
POPLAR ST
RAILROAD ST
FAS 30-118
POMEROY ST
MAIN ST
FRANKLIN
WATER
HIGH
WALLACE ST
FARMAR
ATHENA-WESTON JUNIOR HIGH AND ELEM SCHOOL
CHARLES ELLIOTT MEMORIAL PARK
WASHINGTON
COLLEGE
BROAD
NORMA ST
STATE ST
MILL
OAK ST
BRUCE ST
CHERRY ST
BANISTER RD
FAS 30-118
FAS 30-119
JONES NORMEL WATER TANK
WESTON CEMETERY
Pine Creek
Hay Creek
16 15 21 22
15 14 22 23
21 22 28 27
T 4 N R 35 E W.M.
LEGEND
TERMINATION OF ROUTE
WESTON
UMATILLA COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 625
Revised April 1976

PROPOSED
HBR PROJECT

9231

BRIDGE INSPECTION REPORT

OREGON STATE HIGHWAY DIVISION

BRIDGE NO. 6678 ~~1 - 0.S.~~ 6698

FREQ: 804

IDGE TYPE Conc. T. Beam
NAME PINE CREEK ~~(Weston Main St. Bridge)~~
HWY. NO. ~~1 - 0.S.~~ C1221 MILE POST 0.14
ROSSING (OVER, ~~UNDER~~)
COUNTY Umatilla
INSPECTORS' J. Val Toronto, P.E.
ISTRICT 12 YEAR BUILT 1921 PHOTOS Yes DATE 1-10-80
SIGNATURES J. Val Toronto P.E.

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating
1. END BENTS	Caps	1
	Piles	NA
	Footings	1
	Footing Piles	NA
	Backwalls, ~~Bulkheads~~	1
	Wings	1
2. INTERIOR PIERS OR BENTS	Caps	NA
	Columns, Posts	NA
	Footings	NA
	Footing Piles	NA
	Piles	NA
	Bracing	NA
3. Debris on Seats		5
4. Paint		NA
5. Collision Damage		1
6. Scour		1
7. Settlement (Footing or Piling)		1
INSPECTOR'S CONDITION RATING (60)		1

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	1
2. Embankment Erosion	1
3. Drift	8
4. Vegetation	8
5. Channel Change	8
6. Fender System	NA
7. Spur Dikes & Jetties	NA
8. Riprap	1
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	1

SUPERSTRUCTURE (59)		Condition Rating
1. Stringers		8
2. Girder or Beams		8
3. Floor Beams		8
4. TRUSSES	Chords	na
	Web Members	na
	Portals	na
	Bracing	na
5. Diaphragms, Bridging		na
6. Bearing Devices		1
7. Paint		na
8. Rivets or Bolts		na
9. Welds		na
10. Collision Damage		1
11. Deflection under Load		8
12. Alignment of Members		8
13. Vibrations under Load		8
14. Machinery (Movable Spans)		na
INSPECTOR'S CONDITION RATING (59)		8~~5~~

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		N

DECK (58)	Condition Rating
1. Deck—Structural Condition	8
2. Wearing Surface	8
3. Deck Joints	8
4. Curbs, ~~Felloe Guards~~	8
5. Sidewalks	8
6. Parapet, Concrete Barrier	8
7. Railing, Posts	8
8. Median Barrier, Railing	na
9. Paint	na
10. Drains	4 ~~X~~
11. Lighting Standards	na
12. Utilities	5
13. Vibrations in Deck	8
INSPECTOR'S CONDITION RATING (58)	~~8~~ 7
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	8
2. Shoulder Embankment	na
3. Relief Joints	na
4. Approach Slab	na
5. Guardrail	8
INSPECTOR'S CONDITION RATING (65)	8
SAFETY FEATURES (36)	0 0 0 0
APPR. ALINE. (72)	8
SIGNING	
1. Posted Loading CLOSED	9 ~~8T~~
2. Legibility	~~10~~ 9
3. Visibility	~~10~~ 9
INSPECTOR'S CONDITION RATING	9

Corrected 1/23/80
Herb Shaw, RBI

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

Superstructure spanning 13' void vicinity NW corner of Paving notch. Superstructure bearing on old mortar grouted hand placed rock wall which has suffered severe erosion and deterioration in numerous locations throughout old mortar rock wall. In the above location all support for superstructure is gone and City has placed 8 ton max. load limit on its main highway through City and is rerouting all traffic exceeding this load limit.

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST Maintenance	ESTIMATED COST Betterment	REPAIRS COMPLETE
59, 60	Superstructure spanning 13' void in rock back wall vicinity N.W. paving notch. Continued erosion will cause major disaster. Remedial immediate maintenance will only ensure that the structure does not wash out during average spring high water flows	$2,000	$50,000	$52,000

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair of whatever character.

734-3664 (Rev. 3-79)

HIGHWAY C1221

M.P. 0.14

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

SHEET

DATE S

BY

8		1	2	3	4	5	101		12	13	14	15	16		17		18	19	20	21
BRIDGE NO.	CARD NO.	STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE	HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)	BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE DEG.	LATITUDE MIN.	LONGITUDE DEG.	LONGITUDE MIN.	PHY. VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN
1–5 | 6	7	8–10	11, 12	13–15	16–19	20, 21 | 22 | 23–27 | 28	29–31	32–37	38–41 | 42	43, 44	45–48	49–52	53, 54	55–57	58–60	61–63	64	65, 66	67	68
06698	1	410	12	059	1220	1 5 1 01221 0						0					3	0.1	7	

8		27		28		29	31	32		33	34	35	36	39	40	42	43	44	45	46	48	49	50
BRIDGE NO.	CARD NO.	YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	DR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH LT.
1–5 | 6	7	8, 9	10, 11	12, 13	14, 15	16–21	22	23–25	26–28	29	30, 31	32	33	34–36	37–40	41, 42	43 | 44, 45	46 | 47, 48	49, 50	51–54	55–58	59–64	65–67
06678	2	21	00	02	00	000390	0	052			00					55	1 04	0 00	01	0000	0026	000028	13

8		53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74		75	76	77	78	79	80
BRIDGE NO.	CARD NO.	MIN. VERT. CLEAR. OVER ROADWAY FT.	MIN. VERT. CLEAR. OVER ROADWAY IN.	MINIMUM VERTICAL UNDERCLEAR. FT.	MINIMUM VERTICAL UNDERCLEAR. IN.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALIGNMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC.	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE		TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT
1–5 | 6	7	8, 9	10, 11	12, 13	14, 15	16–18	19–21	22	23	24	25	26	27	28, 29	30–32	33	34–36	37	38	39	40	41	42	43, 44	45, 46	47	48–50	51–55	56	57–60	61, 62	63–67
06698	3	99	99	00	00	199	000	2	7	8	1	1	N	00	900	8	900	1	8	N	1	3	8	80	00	1	371	00027	4	0052	02	00390

8		84	830	830	870	880		890		92	93	94				96
BRIDGE NO.	CARD NO.	COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY	NOT USED LEAVE BLANK	LAST INSPECTION MO.	LAST INSPECTION YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE
1–5 | 6	7	8–12	13, 14	15, 16	17–22	23, 24 | 25	26–31	32, 33	34, 35	36–38	39–41	42–44	45, 46	47, 48	49, 50	51–
06698	4	[illegible]	00	00	[illegible]	30 | 4		01	80							CLA[illegible]

21

4

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

SHEET 1 OF 2
DATE SUBMITTED 1/80
BY [illegible]

3	4	5					101		12		13	14	15	16		17		18	19	20	21	22	24	23	26	
COUNTY	CITY	INVENTORY ROUTE					HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)		BR. DESCRIP. (D.O.D. BR.LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE		LONGITUDE		PHY VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER	FEDERAL AID SYSTEM	ADM JURISDICTION	FUNCTIONAL CLASSIFICATION	NOT USED LEAVE BLANK
														DEG.	MIN.	DEG.	MIN.									
13-15	16-19	20	21	22	23-27	28	29-31	32-37	38-41	42	43,44	45-48	49-52	53,54	55-57	58-60	61-63	64	65,66	67	68	69	70,71	72	73,74	75
059	1220	1	5	1	C1221	0							0					2	01	[illegible]	[illegible]	[illegible]	[illegible]	4	16	

28		29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	50		51	52	
STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIS. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.)		ROADWAY WIDTH (TENTH FT.)	DECK WIDTH (TENTH FT.)	LEAVE BLANK
																			LT.	RT.			
13	14,15	16-21	22	23-25	26-28	29	30,31	32	33	34-36	37-40	41,42	43-45	46-48	49,50	51-54	55-58	59-64	65-67	68-70	71-74	75-78	79
2	00	000390	0	052			00					55	104	000	01	0000	0026	000028	132	132	[illegible]	053[illegible]	

54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74		75	76	77	78	79	80	81	82	83	
VERTICAL UNDERCLEAR.		MINIMUM LATERAL UNDERCLEAR (TENTH FT.)		WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC.	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE		TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.	TYPE IMPROVE	NOT USED LEAVE BLANK
		9 9 9	9 9 9																													
	IN.	RT.	LT.																													
13	14,15	16-18	19-21	22	23	24	25	26	27	28,29	30-32	33	34-36	37	38	39	40	41	42	43,44	45,46	47	48-50	51-55	56	57-60	61,62	63-67	68,69	70,71	72	73
[illegible]	00	199	000	2	7	8	1	1	N	00	900	8	900	1	2	N	1	3	8	80	00	1	371	00027	2	0052	02	00390	80	00	[illegible]	

830	880	870	880			890		92	93	94				96	
YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY		NOT USED LEAVE BLANK	LAST INSPECTION		TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE NOTES	LEAVE BLANK
						MO.	YR.								
13,14	15,16	17-22	23,24	25	26-31	32,33	34,35	36-38	39-41	42-44	45,46	47,48	49,50	51-79	
[illegible]	40	[illegible]	80	4		01	80							CL[illegible]	

HIGHWAY C1221
M.P. 0.14

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEET
DATE, S
BY

8		6	7	9
BRIDGE NO.	CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 5	6 7	8 32	33 50	51
06698	5	PINE CREEK (MAIN ST)	MAIN ST, WESTON	001 MI E JCT FAS

8		11	11A	30	85	86	87	88		91					10A		47	47A	FOR
										PAINT PROGRAM					OPPOSITE VERTICAL CLEARANCE				
BRIDGE NO.	CARD NO.	MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	FT	IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY NO.
1 5	6 7 8	9 13 14	15 16 17 21 22	23 24	25 27	28 30	31 35	36		42	43	44 47	46		52 53	54 55	36 60	61 65	66 68
06698	6	000.14		80	002	000	00052	00000									B52.0	B	

8		
BRIDGE NO.	CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK
1 5	6 7	8
	9	

FORM 81-734-3947

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEET 2 OF 2
DATE, SUBMITTED
BY

6	7	9	10				
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE				LEAVE BLANK
			9	9	9	9	
			FT.		IN.		
32	33 50	51 75	76	77	78	79	
REEK (MAIN ST)	MAIN ST, WESTØN	001 MI E JCT FAS B574	9	9	9	9	

	11A					30	85	86	87	88		91					10A		47	47A	95					36			
	ALTERNATE MILE POST					YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	PAINT PROGRAM					OPPOSITE VERTICAL CLEARANCE		TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	FOR DESCRIPTION, SEE					SAFETY FEATURES			
												ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	FT	IN.			HWY NO.			MILE POST		BR RAIL	TRANS.	APP. G.R.	G.R. TERM.
14	15	16 17	21	22		23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	46 49	50 51	52 53	54 55	56 60	61 65	66 68	69	70	71 75	76	77	78	79	80
						80	002	000	00052	00000									B520	B						0	0	0	

DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

1980 Scholls Hy. @ SW Nimbus 9232
Ave. Sec. of the Scholls Hy.
(Traffic signal installation)

CHA 7222 7/8/80

9232

November 12, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9232

Gentlemen:

On November 2, 1981, we wrote to you concerning release of final payment on Contract No. 9232 awarded to Hamilton Electric, Inc. for traffic signal installation on Scholls Highway at S.W. Nimbus Avenue in Washington County.

The total contract amount is $35,770. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9232

L

11-5-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats,Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

9232

L.

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION Scholls Hwy. at S.W. Nimbus Avenue	WEEK ENDING 8-8-81
		SECTION PREFIX 134-8215
	HIGHWAY Scholls Ferry Rd.	COUNTY Washington
NAME OF JOB Scholls Hwy. at S.W. Nimbus Ave.	KIND OF WORK Traffic Signal	
CONTRACTOR Hamilton Electric	CONTRACT NUMBER 9232	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT Jan 16, 1981	DATE WORK STARTED 4-10-81	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED 94
PROJECT AUTHORIZATION: $ 75,572.86	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 104
EXCLUSIVE OF ENGINEERING: $ 68,972.61	ENGINEERING AUTHORIZATION $ 6600.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 66,002.50	ENGINEERING COST TO DATE $ 3978.42	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT OVERRUN UNDERRUN 4 %	PERCENT OF AUTHORIZATION 60.3 %	DATE PROJECT WAS COMPLETED 5-1-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	signal	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No time charged			K
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 10 1981
CONSTRUCTION BRANCH
CAE
GCE
SCS
EEO
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final has been been completed
this will be the last weekly report.

Construction
Region
FHWA
File

SIGNED G. W. Cockell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP F216

9232

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

July 14, 1981

CON 5 #9232

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Re: Time Extension Request
Scholls Highway at S.W. Nimbus Ave.
Contract No. 9232

Gentlemen:

Your request for an additional four calendar days of contract time in which to complete the above project has been reviewed. A contract time extension of one calendar day is granted due to additional work performed under Price Agreement No. 1, Install vehicle detector loops Nos. 25 and 26 and feeder wire. Our records indicate that this added work was done on April 15, 1981, the same day and in conjunction with the original contract required loop and feeder portion of the work.

If you wish further review of this matter, or if you wish to submit additional data, please contact Resident Engineer Cochell.

There remains three calendar days of liquidated damages under this contract.

Sincerely,

O. B. Jalmond
For C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
J. W. Cochell "
Bob Church

RECEIVED
STATE HWY ENGR
JUL 15 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

Form 734-3123

RECEIVED
JUL 13 1981
CONSTRUCTION
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OE RE RME CE DE
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TO

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

2131 S.W. Scholls Ferry Road
July 8, 1981

SUBJECT: Time Extension Request
Scholls Highway at SW Nimbus Ave.
Scholls Highway
Contract No. 9232

To: Marion Craft
Region Construction Engineer
Milwaukie

Arthur G. Saise Ass't.
From: James W. Cochell
Resident Engineer

Attached is a time extension request from Hamilton Electric, Inc. on the above project. This project consisted of a Traffic Signal Installation, with the state furnishing some materials. Below are some pertinent dates concerning this request.

Contract awarded	1-16-81
Contract time specified	90 CD
Calendar count started	1-28-81
Contractor began work	4-10-81
Contract completed	5-1-81
Calendar days used	94
Liquidated damages	4

The contractors request is based on Price Agreement No. 1, which was for installing vehicle detector loop numbers 25 & 26 with feeder wire as per request from the developers. The contract called for these loops and their associated feeder cables to be installed by others at some future date.

Due to the fact that the additional loops were installed the same day (April 15, 1981 twelve days before the contract time had elapsed) in conjunction with the required contract loop and feeder portion of work, I recommend granting one day for the additional work with three days remaining as liquidated damages.

7-13-81

CTK -
I concur with Resident & Region & recommend a time extension of one calendar day for the added loops.
omg

file

CC: Bryant Jackmond - with attach.

I have nothing pertinent to add to the above, and recommend the 1 day time extension.
Marion Craft
7-9-81

9232

December 19, 1980

ACC

S.P.I.D. Company
One Market Plaza
San Francisco, California 94105

Attn: Bill Jones

Koll-Intereal Northwest
8253 S.W. Cirrus Drive
Beaverton, Oregon 97005

Attn: Del Zander

Gentlemen:

On December 18, 1980 the Highway Division received a satisfactory bid from Hamilton Electric, Inc., P.O. Box 708, Eugene, Oregon 97440 for Scholls Highway at S.W. Nimbus Avenue Section of the Scholls Highway. We anticipate the construction cost to be:

Contractor's Bid		$35,802.50
Anticipated Additional Items:		
State Furnished Signal Materials	$21,350.00	
Signal Controller Testing (Engineering)	2,050.00	
State Furnished Software	500.00	
Future State Furnished Material and Labor	6,300.00	
		30,200.00
		$66,002.50
4 1/2% Contingencies		2,970.11
10% Engineering		6,600.25
ESTIMATED TOTAL COST		$75,572.86

By rounding, the Companies' Advance Deposit will be $75,600.00 or $37,800.00, each ($75,600 ÷ 2 = $37,800.00).

We will award the contract when we receive the Advance Deposit, either check or irrevocable letter of credit, which should arrive at Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310, no later than January 7, 1981.

Very truly yours,

D. E. Swan
Operation Programming Engineer

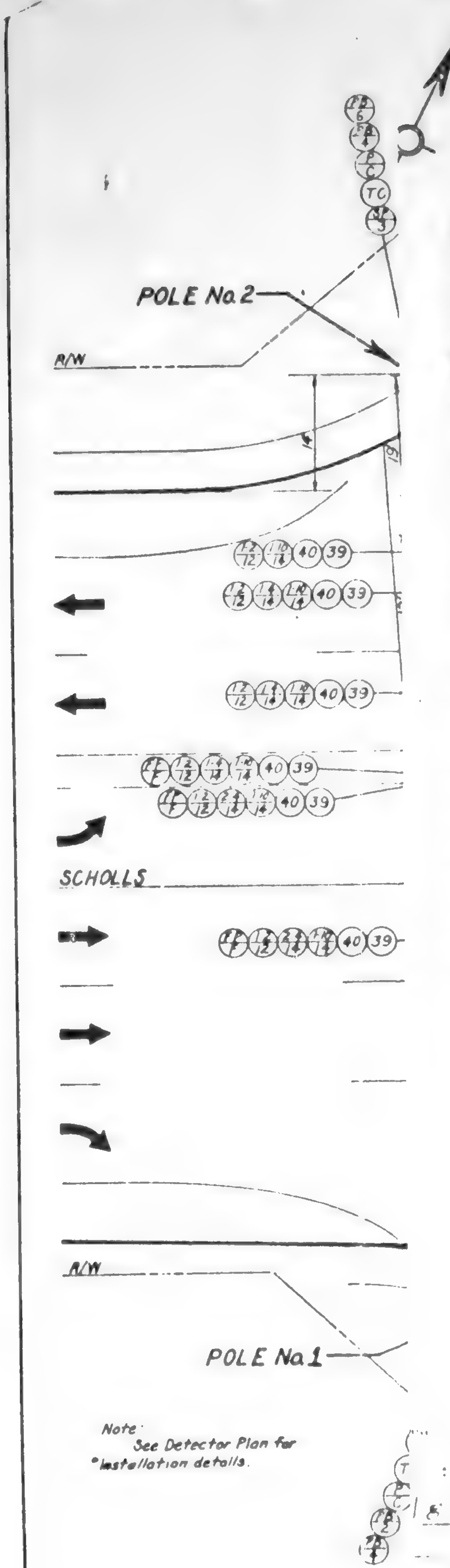
KEH:pf
Attachment

bcc w/AD # 846: Jon Rose, Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 846 when advance deposit is received.

1232

SIGNAL PLAN
SCHOLLS HWY. AT S.W. NIMBUS

SCALE 0 10 20 40 FEET



Note: See Detector Plan for installation details.

10-22-80

L E G E N D

EX/1	Existing power pole (power source)
(S)	Install (S) inch electrical conduit
(CS)	Install two-inch conduit stub (cap both ends)
N	Install (N) No. 14 Type THWN wire
N/G	Install (N) No. (G) Type TW wire
C	Install one No. 6 Type THWN wire (signal system common)
XN/G	Install (X)-(N) wire No. (G) control cable
(39)	Install 3/8-inch galvanized steel messenger cable
(40)	Install 1/4-inch galvanized steel tether wire (see tether wire detail)
(54)	Install service cabinet with 50 amp SP circuit breaker
(C)	Install Model 170 controller in Model 332 cabinet
SP/3	Install strain pole
V/Ph	Install (Ph) phase vehicle signal
PV/Ph	Install (Ph) phase programmed vehicle signal
P/T	Install Type (T) pedestrian signal (modified)
(TC)	Install terminal cabinet
PB/Ph	Install (Ph) phase pedestrian pushbutton with instruction sign
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
OS/4L	Install interior-illuminated through and left arrow sign
OS/4R	Install interior-illuminated through and right arrow sign
OS/5L	Install interior-illuminated left arrow "ONLY" sign
OS/5R	Install interior-illuminated right arrow "ONLY" sign
(MS)	Install 120-volt meter base
(FP)	Install fire pre-emption device in controller cabinet
FP/D	Install fire pre-emption detector unit
FP/F	Install fire pre-emption detector feeder cable

S = Size shown
G = AWG size shown
X = Number shown
456 = 12"R, 12"Y, 12"G
N = Number of conductors shown
Ph = Phase shown
T = Type shown
458 = 12"R, 12"Y, 12"GLTA

APPROVED
KOLL/INTERREAL/NORTHWEST
BY V.P.
DATE 10/22/80

1/8/80

TRAFFIC SIGNAL INSTALLATION
SCHOLLS HWY. AT S.W. NIMBUS AVE. SEC.
SCHOLLS HIGHWAY
WASHINGTON COUNTY

September, 1980
ACCOMPANIED BY DWGS 1470, 1471, 1472
1473, 1488, 35009, 35010, 4952

DESIGNED BY JB
CHECKED BY WL

DWG. NO. 4951

9232

10-16-80

L.

Section Scholls Hwy. at S.W. Nimbus Aves Programming Estimate $ 84,900

Highway Scholls Project Length N/A

County Washington Completion Time 90 Calendar Days

Kind of Work Traffic Signal Est. Comp. Date

Prefix 34-8296-921 Letting Date ~~November 20, 80~~ Dec 18, 80 Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 50,268 -

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished Signal Materials	21,350 -	$ 23,900 -
Roadside Seeding & Mulching		
Asphalt Cement Adjustment.		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2050 -	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
State Furnished Software	500 -	

Subtotal $ 74,168 00

Contingencies (4-1/2%) 3,337 56

Engineering (~~8~~, ~~9~~, [✓ 10%]) 7,416 80

Subtotal $ 84,922 36

Credit for ________________ . . . . ________

Estimated Net Authorization, Construction . . . . $ 84,922 36

APPROVED

____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 10-16-80
Section Scholls Hwy At S.W. Nimbus Ave.
County Washington
Kind Of Work Traffic Signal
Length N/A
Name Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All	—	990
	Temporary Signs		Sq. Ft.	143	6.00	858
	Flagmen		Hour	30	24.00	720
	Traffic Signal Installation Complete		All	All	—	47,700

9232

L.

July 8, 1980

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Gail H. Huber
City Recorder

The Koll Company
8253 S. W. Cirrus Drive AGR 4
Beaverton, OR 97005

Attention: Del Zander

S. P. I. D. Company
One Market Plaza
San Francisco, CA 94105

Attention: D. S. Gibson

MISC. CONTRACTS and
AGREEMENTS No. 7222

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Beaverton, Southern Pacific Industrial Development Company, Koll-Interal Northwest, and the Highway Division for installation of a traffic signal on the Scholls Highway at Nimbus Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (conf. agree. att.)

4232

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Sylvan - 2A

June 19, 1980

Terry Flink

FROM: Terry Flink
Assistant District Engineer

SUBJECT: Tri-Party Signal Equipment
Scholls Hwy near Fanno Creek

TO: Ed Hardt
Regional Engineer

Attached is a three-party agreement for installation of a traffic signal at M.P. 8.824 on the Scholls Hwy. This is in conjunction with the Koll and Southern Pacific developments.

The agreements have been signed by the City of Beaverton and Southern Pacific Company. Also attached is a Beaverton resolution authorizing the city officials signatures.

Please sign and submit to Mainor Holmes in Project Management as soon as possible.

CTF:js

CE RE RME RCE BE
TE RECEIVED RSM
UE JUN 20 1980 RSC
SO REGION I RBI
TO

CC: Dave Moehring - Approval recommended here - forwarded for further handling.

Ed Hardt

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUN [illegible] 1980
REFERRED TO ______
FOR ______
FILE: PM FA LG.

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

PM

June 10, 1980

State of Oregon
Department of Transportation
Salem, Oregon 97310

Gentlemen:

Enclosed is a certified copy of Resolution No. 2191, adopted by the City Council March 25, 1980. In accordance with Section 3 of that ordinance I have also enclosed three copies of Agreement No. 7222, Cooperative Construction-Finance Agreement for Traffic Signal Installation.

Sincerely,

Gail H. Huber

Gail H. Huber
City Recorder

GHH:mec
Enclosure

PROJECT MANAGEMENT BRANCH
PSHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUN 1 6 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

7232

143

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/30/80

Donald L. [illegible]

Dec 18
~~Nov 20,~~
~~July 24~~, 1980 Bid Letting ____________ All Clear Deadline

SECTION Scholls Highway @ Nimbus Dr.
Highway Scholls
County Washington Region 1
Type of Work 5Ph Signal Funds Others
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A No Fed Funds
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey	☒					
Cultural Salvage	☒					
NOISE:						
Noise Study	☒					

9227

L

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Sylvan - 2A
February 28, 1980

FROM: W.W. Geibel
DISTRICT ENGINEER

SUBJECT: Fanno Creek Bridge Replacement
Nimbus Drive Signal
Koll Business Center/ Southern Pacific Development Company
Scholls Highway
M.P. 8.65 - 9.02

TO: MEMO TO THE FILE

After lengthy discussions with the Southern Pacific Transportation Company, Koll Intereal Corporation, Black Bull Enterprises and the City of Beaverton I received a firm committment last week that the developers would perform the complete highway widening from the Southern Pacific railroad tracks to our proposed Fanno Creek Replacement project. I also received a firm committment and request for the full intersection signal project at the Nimbus Avenue/ Koll Business Center access. Mainor Holmes is sending me the revised signal agreements immediately for the signature process.

The above committments are based on the Highway Division's stated intent to to carry our bridge replacement project approximately 300 feet from the east end of the bridge. The easterly project limit was agreed upon by Ed Hardt, Rob Cameron and myself. Ed Hardt received committment from Scott Coulter to concept and get the project programmed in the 1981 fiscal year.

Hopefully our bridge replacement project will go to contract as soon as possible as the developers would like to begin the street widening project as soon as weather permits. The project would probably be completed by July or August. Temporary barricades would be put at the west end of their project for delineation until our project can be connected to theirs.

The timing of the signal contract is also a concern. Koll Business Center plans to begin occupying building space by December 1, 1980. They have a requirement by the City of Tigard that the signal be in operation before an occupancy permit is issued.

Most of the preliminary engineering work has been done by the developer. However with the time needed for agreement signatures and approval, final design and the present signal contract period, I don't see how we can make this date. Unless we can get a 180-day contractor supplied materials contract I would recommend we go to a 90-day state supplied materials contract. The latest proposed intersection design will be sent to the traffic section shortly.

WWG:js

cc:
Ed Hardt
Bob Bothman
Walt Hart
Max Klotz
Rob Cameron
L.E. George
Mainor Holmes ✓
D.E. Swan
Ron Failmezger
Clair Kuiper
Ted Inloes
Gary Kennen

M

1980 Cascade Hwy. S. @ Warner/ 9233
Milne Rd. (Oregon City) Sec. of
Cascade Hwy. S. (Gr., pav., sig.)

C+A 6997 8/29/80

9233 5-6-83

F11

OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 5/6/83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HES-78(2)
COMPLETION DATE 8/8/81	ACCEPTANCE DATE BY CONTRACT AGENCY 3/3/82	TIME ELAPSED 106 %	CONTRACT TIME 200 calendar days
APPROVED EXTENSIONS 12	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CASCADE HWY. SOUTH @ WARNER/MILNE RD.
(OREGON CITY)
CASCADE SOUTH HIGHWAY
Grading, Paving & Signals

The project provided new traffic signals at Hilltop Avenue and upgraded signals on Warner-Milne Road.

A time extension of 12 days was granted. The final cost is $208,000, 4% over the original authorization.

NOTED
W. E. SCHWARTZ

OK
5/23

RECEIVED
STATE HWY ENGR
MAY 24 '83
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations G. K. Hossner	
TITLE Area Engineer	DATE 5/10/83	TITLE Field Operations Engineer	DATE 5/23/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9233

L.

March 18, 1982

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9233

Gentlemen or Ladies:

On March 9, 1982, we wrote to you concerning release of final payment on Contract No. 9233 awarded to Roy L. Houck Construction Company for work on the Cascade Highway South at Warner/Milne Road in Oregon City, Clackamas County.

Final payment on this contract is $2,506 and the total contract amount is $175,610.06. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Roy L. Houck Construction Company
2705 Lancaster Drive, N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
E. L. Hardt

3-4-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp, No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982 O. B. Jackmond

For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9233

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 14, 1982

CON 5 #9233

Roy L. Houck Construction Company
2705 Lancaster Drive, N.E.
Salem, OR 97303

NOTED —
H.S.COULTER

RE: Time Extension Request
Cascade Hwy. S. @ Warner/Milne Rd.
Contract No. 9233
HES-78(2)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 12 calendar days is granted due to utility relocation delays. This will eliminate all liquidated damages under this contract.

Sincerely,

T Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc. H. S. Coulter ✓ (att. 1 letter)
Ed Hardt "
W. Hoffman "
FHWA "
Bob Church (this time extension is FHWA non-participating)
Jack Cartwright (Encl. 5 letters)

RECEIVED
STATE HWY ENGR
JAN 15 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | F

Form 734-3123

FORM 81-734-3030

DE RE RME RCE BE
TE RECEIVED RSM
UE DEC 30 1981 RSC
SO REGION I RBI
TO

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 29, 1981
Portland, Oregon

FILE:

FROM: Wayne Schulte
Asst. Proj. Mgr.

SUBJECT: Time Extension Request
Cascade Hwy. S. @ Warner/Milne Rd.
Contract: 9233

TO: Marion Craft
Region Construction Engineer

Attached is a request for an extension of time with supporting data from Roy L. Houck Construction Co. Their supporting data indicates delays in utility relocations and additional work performed under P.A. # 1 could justify a time extension of 121 days. They have asked for 12 which would eliminate all liquidated damages on the contract.

Below are listed several critical dates relating to the project:

Date of Award: Dec. 23, 1980
Day Count Started: Jan. 7, 1981
Pre-construction Conf. Jan. 22, 1981
Contractor Scheduled to Begin Work: March 1, 1981
Contract Work Began: April 13, 1981
Contract Time Expired: July 25, 1981
Contract Work Completed: Aug. 6, 1981

Representatives of P.G.E. and P.N.B. attended the preconstruction conference and were advised at that time of the need to relocate their utility poles. Copies of the contractor's proposed work schedule were also provided.

During the months of February, March and April I made numerous phone calls to the utility companies urging completion of their work. Removal of their poles from the roadway widening areas was necessary in order that the contractor could make a reasonable attempt at his general excavation obligations.

According to my diary entry of April 6, 1981, Tim Conser of P.N.B. advised on that date that all the conflicting utility poles would be removed in 2 or 3 days. I do not, however, have an exact date when that work was completed. Nonetheless the utility delays were the major factor in delaying commencement of contractor work.

As you know this project included a traffic signal installation. Frequently signal equipment availability is a prime reason for time overruns. That is not the case here and in fact one of the critical items, the signal controller, was approved by the Salem Electrical Shop on May 18, 1981. Signal poles were in place well before expiration of contract time.

cc: Jackmond - with attachments (originals)

Recommend 12 days due to extended, abnormal utility delays.
Marion Craft

ASHE RECEIVED CA
CAE CA
FCE JAN 6 1982 LE
CCE
SCS CONSTRUCTION BRANCH
EEO

It is my feeling that the utility companies took an inordinate amount of time to relocate their services. I recommend, without reservation, that the contractor be granted a 12 day time extension.

Attachments

WS/wh

cc; file

Wayne Schulte

Wayne Schulte
Asst. Proj. Mgr.

1-13-82

CTK-

I concur with Ass't. Project Manager and Region and recommend a time extension of 12 calendar days due to utility delay.

This time extension will be FHWA Non-participating.

ROAD DESIGN SECTION

DES 16

W. E. Hoffman
Resident Engineer

September 29, 1981

W. E. Cole
Design Engineer Supervisor

Cascade Highway S. @
Warner/Milne Rd. (Oregon City)
Cascade Highway South
Clackamas County
Contract No. 9233

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports, as they could be helpful to us in future design work.

WEC:ja

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakarlig

RECEIVED
SEP 29 1981
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ___/___
Action

9233

2

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION Cascade Hwy. S. @ Warner/Milne Rd.	WEEK ENDING 9/19/81
		SECTION PREFIX 103-1018
	HIGHWAY Cascade Highway South	COUNTY Clackamas
	KIND OF WORK Grading, Paving and Signals	
CONTRACTOR R.L. Houck Construction Co.	CONTRACT NUMBER 9233	FEDERAL AID PROJECT NUMBER HES-78(2)
DATE OF CONTRACT 12/30/80	DATE WORK STARTED 4/13/81	ESTIMATED COMPLETION DATE 8/6/81
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 212
PROJECT AUTHORIZATION $198,626.71	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 106
EXCLUSIVE OF ENGINEERING $182,876.57	ENGINEERING AUTHORIZATION $15,750.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $177,601.65	ENGINEERING COST TO DATE $30,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT UNDERRUN 2.9 %	PERCENT OF AUTHORIZATION 192 %	DATE PROJECT WAS COMPLETED 8/6/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
				GRADING	1"-0 Agg.	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				800 CY	940 T			1,260 T
TOTAL QUANTITIES CORRECTED TO DATE				886 CY	1,250 T			1,400 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				886 CY	1,250 T			1,400 T
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

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GENERAL DESCRIPTIO ACTIVITIES FOR THE WEEK

9/13 SUNDAY	No activity.
9/14 MONDAY	No activity.
9/15 TUESDAY	No activity.
9/16 WEDNESDAY	No activity.
9/17 THURSDAY	No activity.
9/18 FRIDAY	No activity.
9/19 SATURDAY	No activity.

REMARKS

SUMMARY : No activity.

Office work on Semi-Final

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

#9333 9-3-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-78(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90099

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/14/81

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Cascade Highway at Warner - Milne Road (Oregon City)

11. GENERAL DESCRIPTION OF WORK
Furnish and place topsoil in planting area. Seed and mulch slopes

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/14/81 as requested in Mr. Keasey's letter of 8/25/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 3 representing work performed by Oregon City Forces is approved for a TEC of $500 Federal Funds $450.

SEP 8 '81
REFER TO [illegible]

14. DATE 9/3/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoss[illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9233

State

TO BE COMPLETED BY FHWA	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 9-226		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-3-81	Project Number HES-78(2)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 12, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 213,102.00	$ 226,823.00
Federal funds	$ 191,790.00	$ 204,140.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of September, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H.S. Coulter
XXX

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 28, 1981

Federal Aid Project
No. HES-78(2)

Cascade Hwy. S. @ Warner/Milne Rd. (Oregon City)
Cascade South Highway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 17,200.00

Type Code Y008
Channelization (Sta. 25+00 to Sta. 35+00)

Subtotal of previous estimate of December 30, 1980	$112,265.50

Previous Estimate

1"-0 Aggregate Base	940 Ton	8.30	$ 7,802.00
Class "B" Asphalt Concrete	1,260 Ton	31.85	40,131.00
Concrete Driveways	70 Sq. Yd.	16.75	1,172.50
			$ 49,105.50

Revised Estimate

1"-0 Aggregate Base	1,250 Ton	8.30	$ 10,375.00
Class "B" Asphalt Concrete	1,398 Ton	31.85	44,526.30
Concrete Driveways	146 Sq. Yd.	16.75	2,445.50
Extra for Asphalt Slope Paving (P.A. #1)	110 Sq. Yd.	7.25	797.50
Permanent Signing (S.F.O. #2)		All Required	641.00
			$ 58,785.30
		Increase	9,679.80
		SUBTOTAL	$121,945.30
		Engineering	18,291.70
		TOTAL	$140,237.00

Type Code Y031
Traffic Signal (Sta. 31+00)

Subtotal of previous estimate of December 30, 1980	$ 60,336.00
Engineering	7,950.00
Engineering (Signal Controller)	1,100.00
TOTAL	$ 69,386.00

Length of Project ----------- 0.00 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 17,200.00	$ 15,480.00	$ 1,720.00
Channelization	140,237.00	126,213.00	14,024.00
Traffic Signals	69,386.00	62,447.00	6,939.00
TOTAL	$226,823.00	$204,140.00	$22,683.00

Group 1 94% Group 8 6%
Contract No. 9233
Prefix: 103-1901
Prefix: 103-1018

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TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 2-16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	1-26-81	Project Number HES-78(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 12, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,200	$ 213,102
Federal funds	$ 15,480	$ 191,790
Other revisions		

This modification is made for the following reasons: Adding construction phase to project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of January, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~XX~~ By For: H.S. Coulter

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: R.E. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 30, 1980

Federal Aid Project
No. HES-78(2)

Cascade Hwy. S. at Warner/Milne Rd. (Oregon City)
Cascade South Highway
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required	$ 17,200.00

Type Code Y008
Channelization (Sta. 25+00 to Sta. 35+00)

Mobilization	56 %	All Required	$ 5,712.00
Temporary Protection and Direction of Traffic	56 %	All Required	2,352.00
Temporary Signs	266 Sq. Ft.	6.00	1,596.00
Temporary Barricades	6 Each	102.00	612.00
Flagmen	300 Hour	22.00	6,600.00
Removal of Structures and Obstructions		All Required	4,200.00
General Excavation	800 Cu. Yd.	6.00	4,800.00
Trench Excavation	106 Cu. Yd.	12.00	1,272.00
Finishing Roadbed and Slopes		All Required	2,400.00
1"-0 Aggregate Base	940 Ton	8.30	7,802.00
Class "B" Asphalt Concrete	1,260 Ton	31.85	40,131.00
12-inch Sewer Pipe	214 Lin. Ft.	21.00	4,494.00
18-inch Sewer Pipe	8 Lin. Ft.	31.00	248.00
Extra for Pipe Under Pavement	44 Lin. Ft.	24.00	1,056.00
Concrete Manholes	1 Each	1,440.00	1,440.00
Concrete Inlets, Type G-2	9 Each	480.00	4,320.00
Concrete Walks	630 Sq. Yd.	14.00	8,820.00
Concrete Driveways	70 Sq. Yd.	16.75	1,172.50
Concrete Curbs	2,000 Lin. Ft.	4.00	8,000.00
Concrete Islands	4 Cu. Yd.	212.00	848.00
Extra for Asphalt Approaches	3 Each	210.00	630.00
Adjusting Manholes	1 Each	300.00	300.00
Adjusting Inlets	1 Each	240.00	240.00
Capping Inlets	2 Each	360.00	720.00
			$ 109,765.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Required	500.00
		$ 2,500.00
	SUBTOTAL	$ 112,265.50
	Engineering	15,155.50
	TOTAL	$ 127,421.00

Type Code Y031
Traffic Signal (Sta. 31+00)

Mobilization	44 %	All Required	$ 4,488.00
Temporary Protection and Direction of Traffic	44 %	All Required	1,848.00
Traffic Signal Installation, Complete		All Required	53,500.00
			$ 59,836.00

Anticipated Items

State Furnished Software	All Required	$ 500.00
	SUBTOTAL	$ 60,336.00
	Engineering	7,045.00
	Engineering (Signal Controller Testing)	1,100.00
		$ 68,481.00

Length of Project ------------- 0.00 mi.

Work Retained in Program
(not included in amounts below)

Permanent Signing	All Required	$ 800.00
Roadside Seeding and Mulching	All Required	500.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 17,200.00	$ 15,480.00	$ 1,720.00
Channelization	127,421.00	114,678.00	12,743.00
Traffic Signal	68,481.00	61,632.00	6,849.00
TOTAL	$213,102.00	$191,790.00	$21,312.00

Group 1 94%; Group 8 6%
Contract No. 9233
Prefix 103-1901
Prefix 103-1018

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	tate Oregon
MONTHLY TRANSACTION NUMBER 9-190		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-22-80	Project Number HES-78(2)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 12, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,500.00	$ 17,200.00
Federal funds	$ 4,050.00	$ 15,480.00
Other revisions		

This modification is made for the following reasons: To include approved increase in funds for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of September, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 16, 1980

Federal Aid Project
No. HES-78(2)

Cascade Highway @ Warner-Milne Rd. (Oregon City) Section
SR in Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$17,200.00
	TOTAL	$17,200.00

Length of Project -------------------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$17,200.00	$15,480.00	$ 1,720.00
Retain in Program Contract Work	$48,500.00	43,650.00	4,850.00
TOTAL	$65,700.00	$59,130.00	$ 6,570.00

Group 1	100%
Prefix	103-1901

STATE COPY OMB No. 04-R2089 8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-89	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-12-79	Oregon County Clackamas Project No. HES-78(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 213, @ Warner-Milne Rd. (Oregon City)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-8-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,500.00	$ 4,050.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	
Assistant State Highway Engineer *(Title)*	
For H. S. Coulter	By *(Division Administrator)*
State Highway Engineer *(Title)*	For: G. L. Green [illegible]
By	Date executed by Division Administrator
(Title)	

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon February 27, 1979

Federal Aid Project
No. HES-78(2)

Cascade Hwy. @ Warner-Milne Rd. (Oregon City) Section
SR in Clackamas County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$4,500.00
	TOTAL	$4,500..00

Length of Project - - - - - - - - - - - - - 0.0 mile.

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,500.00	$ 4,050.00	$ 450.00
Retain in Program Contract Work	48,500.00	43,650.00	4,850.00
TOTAL	$53,000.00	$47,700.00	$5,300.00

Group 1 - 100%
Prefix - 103-1901

9233

U. S. DEPARTMENT OF TRANSP TATION FEDERAL HIGHWAY ADMI RATION 6-2-81 LETTER OF APPROVAL AND/OR AUTHORIZATION	1. FEDERAL-AID PROJECT NO. HES-78(2) 2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 90099	2A. COUNTY NAME Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/5/81	8. FEDERAL ROUTE NUMBER Primary 78	9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:

Cascade Highway at Warner/Milne Road

11. GENERAL DESCRIPTION OF WORK

Remove existing signs and re-mount on new signal poles. Provide and install five new regulatory signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 5/5/81 as requested in Mr. Keasey's letter of 5/15/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $641 Federal Funds $577.

RECEIVED
STATE HWY ENGR
JUN 5'81
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

to
6/5

14. DATE 6/2/81	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16 TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9223

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE

DATE: December 15, 1980

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 18, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 18, 1980 on the following projects:

1. Santiam Highway @ Clay Street (Albany)
   Santiam Highway, Linn County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pine Creek (Main Street) Bridge
   Main Street, Weston, Umatilla County
   Structure Repair
   Repair of existing structure

   Same as No. 1.

3. Scholls Highway @ S.W. Nimbus Avenue
   Scholls Highway, Washington County
   Traffic Signals

   Same as No. 1.

4. Cascade Highway South @ Warner/Milne Road
   Cascade Highway South, Clackamas County
   Grading and Paving
   Six-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

5. Pacific Highway-Main Avenue (Canyonville)
   East 1st Street, Douglas County
   Paving
   Five-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

Contains Recycled

6. Fossil Creek-Bone Creek
John Day Highway, Grant County
Grading and Paving
Minor realignment and overlay
Twelve-foot travel lanes with four-foot shoulders

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Diversion Canal (Joe Wright, Reeder and Spring Lake Roads) Bridges
County Roads, Klamath County
Structures
Thirty-two-foot roadway available on structures and approaches

Same as No. 6.

8. Poodle Creek Road
Florence-Eugene Highway, Lane County
Grading, Paving and Structure
Structure widening and left-turn lane construction
Four-foot shoulders provided for pedestrian and bicycle traffic

Same as No. 6.

9. Little Luckiamute River (Smith Road) Bridge
Smith Road, Polk County
Structure
Bridge replacement project. Twenty-eight-foot roadway on structure and aggregate approaches

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

10. Rowell Street-LaCreole Drive (Dallas)
Hankel Street, Polk County
Grading and Paving
Twelve-foot travel lanes with eight-foot parking lanes. Five-foot sidewalks on each side provided for pedestrian and bicycle traffic

11. Wallace Bridge - Upper Salt Creek Road
Willamina-Salem Highway, Polk County
Grading and Paving and Structure
Overlay and widening. Five-foot shoulders to be striped and signed as "Narrow Bike Lane."

12. Elgin-Minam River Road
    Wallowa Lake Highway, Union County
    Grading and Paving
    Overlay and Widening
    Five-foot sidewalks in urban area provided for pedestrian and bicycle traffic. Four-foot shoulders provided on remainder of project.

13. Mosier/The Dalles Highway-W. 8th Street (The Dalles)
    Snipes Street W., Wasco County
    Grading and Paving
    Five-foot sidewalks provided for pedestrian and bicycle traffic

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9233

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-25-80

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ES-78(2)

ST. E PROJECT NO. See below

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90099

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '80
REFER TO Maehring
FOR

12-5
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
11/25/80	11/25/80	Primary 78
		STATE ROUTE NUMBER Secondary 160

GENERAL LOCATION:

Cascade Highway at Warner - Milne Road (Oregon City)

GENERAL DESCRIPTION OF WORK:

Grade, pave and signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ XX OTHER *(Specify)* State Furnished Software $500
Perm. and Temp. Pavement Striping SF $2,500

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ X OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11/21/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $212,448 Federal Funds $191,202.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/25/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-856

1433

160

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/19/80
Donald L

Dec. 18, 1980 Bid Letting ____________ All Clear Deadline

SECTION Cascade Hwy. @ Warner/Milne Rd. (Oregon City)
Highway Cascade South
County Clackamas Region I
Type of Work Signals-G-P-Lt Turn Funds HES State
State___ Consultant ___ Plans Avail.___Yes ___No

~~Const time restraints~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	Cat. Excl.
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

9233

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9 - 4 - 80

FEDERAL AID PROJECT NO.: [illegible]-78(2)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90099

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9-16

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-4-80	Primary 78	Secondary 160

GENERAL LOCATION:

Cascade Highway at Warner - Milne Road (Oregon City)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-29-80, I approve the revised Preliminary Engineering Costs to a TEC of $17,200; Federal Funds $15,480.

(Increase TEC $8,200; FF $7,380)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-4-80	G. K. [illegible]	for the Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-868

9233

L.

August 29, 1980

City of Oregon City
City Hall
Oregon City, OR 97045

AGR 4

Attention: Ruby M. Lampkins
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6997

Gentlemen:

Attached for your records is a fully executed copy of an agreement to revise the existing traffic control signal equipment on the Cascade Highway South at Warner-Milne Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

CITY OF OREGON CITY P. O. Box 631
INCORPORATED 1844

August 11, 1980

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
AUG 13 1980
REFERRED TO
FOR
FILE: PM FA LG.

Department of Transportation
Metropolitan Branch
5821 N. E. Glisan
Portland, Oregon 97213

Re: File No. 103-1901

Attention: Mr. Jon Rose
Federal Aid Specialist

Gentlemen:

As per your letter dated July 9, 1980, we are returning to you three signed copies of proposed agreement on Cascade Highway/Warner-Milne Road project in Oregon City. We also enclose three copies of Oregon City Resolution No. 80-14, authorizing the signing and adopted by the City Commission at their regular meeting on August 6, 1980.

Yours very truly,

Ruby M. Lampkins

RUBY M. LAMPKINS
City Recorder

From Metro Jon Rose	Date 8/13/80
To Buz Swan	
[✓ Program Mgmt.] Traffic Region 1	

Comments: Here are 3 copies of the subject agreement, signed by City officials and approved by the Metro Administrator. Please forward for final action

Jon Rose

MA PDM PDE FFM SPC
ODOT-METRO
AUG 12 1980
BM PAR PPC FILE T/A

A CODE (503) PHONE 655-8481

1233

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

RECEIVED
STATE HWY ENGR
MAR 27 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Dept. of Transportation, Hwy. Div.

PROJECT TITLE: Cascade Hwy. at Warner-Milna Rd.

DATE: March 21, 1980

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ttachment

c: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
g. Engr.:(M)R.N. Bothman
eg. Engr.:(1)E.L. Hardt
ist. Engr.:(2)W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8002 2 660

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

4-25-80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

4233

4

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-5

February 25, 1980

NOTED
H. S. COULTER

TO Executive Department
Federal Aid Coordination Unit

D E Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Cascade Hwy. at Warner-Milne Rd.
Highway: Cascade Hwy. OR-213
County: Clackamas

RECEIVED
STATE HWY ENGR
FEB 26 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 27, 1980.

BLG:dmc
Attachments

cc:	
G. L. Green, FHWA	W. J. Hart
H. S. Coulter ✓	Reg. M-1 Engr: R.N. Bothman/E.L. Hardt
F. E. Terpin	Dis. 2 Engr: W.W. Geibel
J. B. Boyd (2)	Aeronautics Division
J. H. Versteeg (3)	David Powers, Parks
Gary Potter	B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Cascade Hwy. at Warner-Milne Rd.			
11	12] PROJECT LOCATION—CITY Cascade Hwy. OR-213	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This .20 mile section had the 19th worst urban accident section in Region 1 in
06 12] 1978. The project is primarily intended to reduce accidents by channelization [71
of the Cascade Hwy. with left turn refuges and an improved signal installation.
07 12] The best solution to the Hilltop Avenue accident site is the provision of an [71
alternate route into the Hilltop neighborhood via hooking up Fox Lane (see
08 12] sketch) to a proposed eastward extension of Warner-Milne Rd. As part of the [71
overall project, the existing Warner-Milne Road would be channelized ith a
09 12] left turn refuge at its intersection with Cascade Highway. The entire section [71
would be overlayed and restriped. [71
10 12]

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	216,000	-----	24,000	-----	------	240,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: ____________

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 March	43] DAY [44 27	45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2-25-80

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

HES - 78(2)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date February 22, 1980

Section Cascade Hwy. @ Warner-Milne Rd. (Ore. City) City Oregon City Hwy. No. 0160

Highway Cascade South Begin M.P. Length .20

County Clackamas Program Estimate $240,000

Region Metro/I Funding Source HES

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

This .20 mile section had the 19th worst urban accident section in Region 1 in 1978. The project is primarily intended to reduce accidents by channelization of the Cascade Hwy. with left turn refuges and an improved signal installation. The best solution to the Hilltop Avenue accident site is the provision of an alternate route into the Hilltop neighborhood via hooking up Fox Lane (see sketch) to a proposed eastward extension of Warner-Milne Rd. As part of the overall project, the existing Warner-Milne Road would be channelized with a left turn refuge at its intersection with Cascade Highway. The entire section would be overlayed and restriped.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding

☐ Cultural Resource Survey

☐ Section 106 Procedures

☒ Noise Study Report

☐ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category:

Because this project would have a limited and minor adverse impact upon the human environment, it is recommended that it be categorized as a Categorical Exclusion.

D. Descriptions:

Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	4	5
Median (Yes/No)	No	Yes
Shoulders (Yes/No, Paved, Gravel)		
Average Daily Traffic (Volume/Year)	23,000/'78 Cascade Hwy.	19,000/'00*
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)		

*assumed Oregon City Bypass

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres about .04 and .33 by city and about .15 dedicated by a developer (see sketch).

Estimated Number of Parcels 2

Residential Relocation (No.) none

Business Relocation (No.) none

2. Estimated Impact on Land Use:

The city owns the R/W for the proposed extension of Warner-Milne Rd. There would be about 1/3 of an acre of vacant land with a few old orchard trees converted to travel surface and sidewalk.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

There would be a major rerouting of Hilltop Avenue traffic (ADT 500) through the Fox Lane/Warner-Milne link. This would about double Fox Lane traffic to an ADT of about 400. With almost no traffic turning left into Hilltop Lane or exiting from it, and re-routing through a signalized intersection, accidents should be virtually eliminated. Left turn channelization on Cascade Highway would greatly improve the Warner-Milne accident situation.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

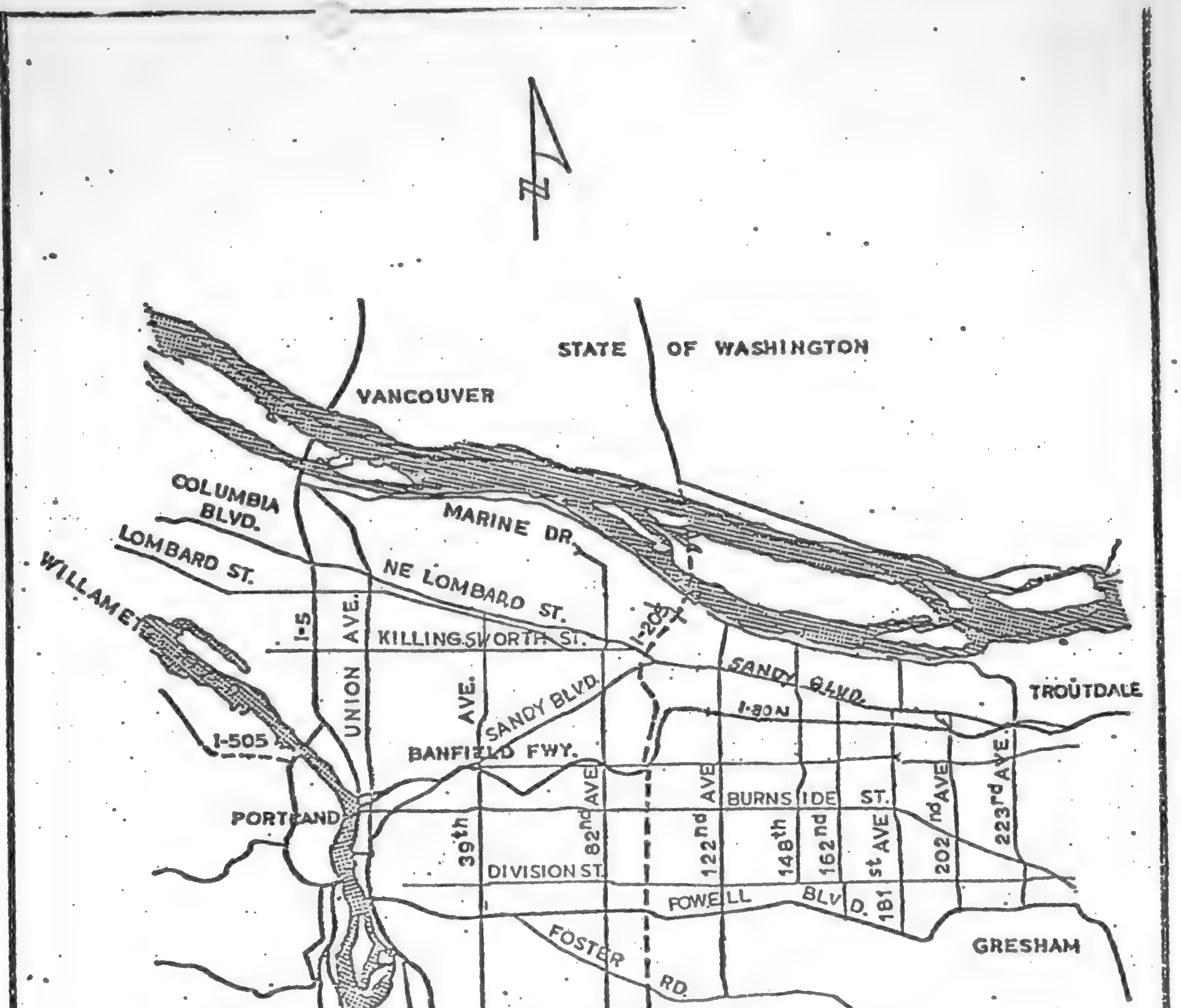
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

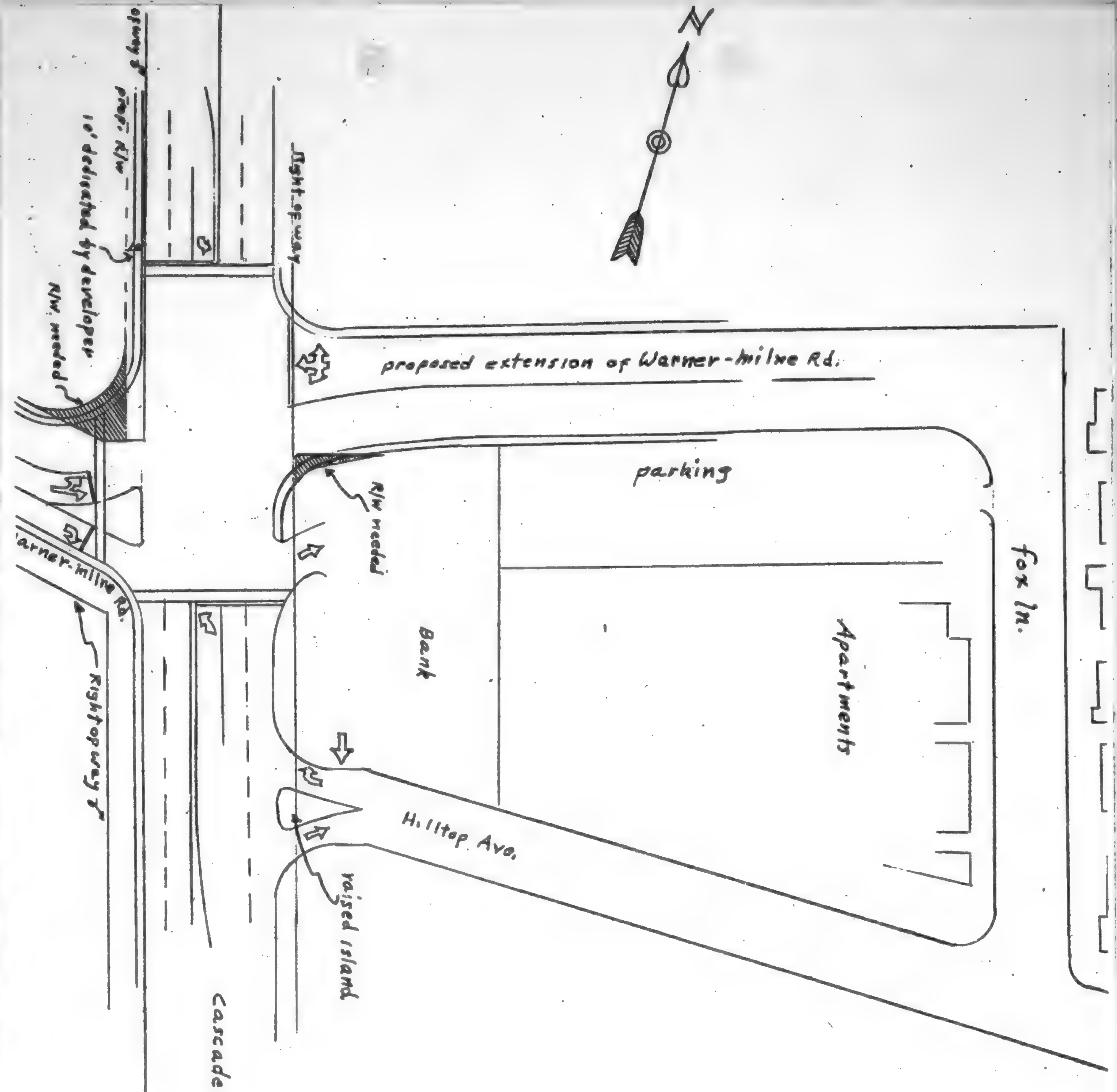
None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

The project has had local citizen participation and was before the City Council and should have local support.

Name of Preparer and Phone Number: Tom Loeber 238-7438


N
STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMETTE
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
SANDY BLVD.
TROUTDALE
I-80N
39th AVE.
I-505
BANFIELD FWY.
PORTLAND
82nd AVE
122nd AVE
BURNSIDE ST.
148th
162nd
181st AVE
202nd AVE
223rd AVE.
DIVISION ST.
POWELL BLVD.
FOSTER RD.
GRESHAM
MULTNOMAH COUNTY
CLACKAMAS COUNTY
MILWAUKIE
CLACKAMAS EXPY.
I-5
LAKE OSWEGO
McLOUGHLIN BLVD.
I-205
HWY. 43
LOCATION OF PROJECT
I-205
WEST LINN
OREGON CITY
213
0 1 2
SCALE IN MILES


N
way 8'
Prop. R/W
10' dedicated by developer
R/W needed
Right-of-way
proposed extension of Warner-Milne Rd.
parking
R/W needed
fox ln.
Warner-Milne Rd.
Bank
Apartments
Rightofway 8'
Hilltop Ave.
raised island
Cascade Hwy.

9233 22

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**		FEDERAL AID PROJECT NO. HES-78(2) STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 90099	COUNTY NAME Clackamas PROGRAM STAGE (Check) ☐ ☐ 2.
TO: Mr. H. S. Coulter State Highway Engineer, ODOT Salem, Oregon		RECEIVED STATE HWY ENGR. SEP 10 '79 REFER TO [illegible] FOR Info Inves R/D D/R Sign Act File

9-10 orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 9-5-79	FEDERAL ROUTE NUMBER Primary 78 STATE ROUTE NUMBER Secondary 160

GENERAL LOCATION:

Cascade Hwy. at Warner-Milne Road (Oregon City)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 6, 1979, the changes to construction costs and data have been reviewed and are approved for inclusion in the subject project.

Also, as requested in Mr. Swan's letter of August 6, 1979, I approve the revised Preliminary engineering costs to a TEC of $9,000 with Federal Funds limited to $8,100. (Incr. TEC $4,500 - F.F. $4,050)

DATE 9-5-79	SIGNATURE OF APPROVING OFFICIAL Walach	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: File

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 25, 1979

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

TO: MEMO TO FILE

SUBJECT: TITLE II PROJECT
Cascade Hwy. @ Warner Milne Rd.
ORE 213, Hwy. No. 160
MP 2.20
City of Oregon City
Clackamas County

HES-78 (2)

Since the time Bill Parrish, City Engineer, City of Oregon City, heard that we had a possible project at the subject location he made his concerns known about the feasibility of providing additional widening for left turn lanes. There are some developers in the northwest quadrant of the intersection that the City is requiring to dedicate some additional right of way to allow for a future widening of Molalla Avenue for the left turn lane. A time table for at least two of the parcels is not in the near future and would not fit in with the timing for our existing project proposal, which is for resignalizing the existing intersection to give some protection for the high left turn into Warner Milne Road without pavement widening. He felt that if we did our proposed project there would be less chance of providing the widening needed for actual left turn widening in the future.

This then led Lee Gunderson to make an inquiry concerning the possibility of providing some of the pavement widening south of Warner Milne Road to the east of the highway where we presently have right of way. The Traffic Section advised that this would not be appropriate but that a new proposal for Title II funds using the cost of a left turn lane and appropriate signalization should be submitted.

In talking to Bill Parrish I shared with him where we were on the project and suggested if we submitted a request for a larger project there would be a much better chance of funding if the rights of way in front of the proposed developments were already dedicated before a project was submitted. He has made contact with the developers and feels that he can get some commitment to right of way within the next month. It is my suggestion that all field survey for the present project be stopped until it is found what the disposal of the right of way is, and at that point, if appropriate, submit a project for a left turn lane and resignalization. The survey then would include a section of highway about 1,200 feet in length.

RWF/gw
cc: Ed Hardt
L.E. George
Rob Cameron
Maury Payne

NOTED
RICHARD B[illegible]

RECEIVED
APR 26 1979
TRAFFIC ENGINEERING

NOTED
W.R. ZIRBES

NOTED
L.E. GEORGE

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: G. W. Wimer
Local Government Manager

DATE: March 26, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Agreement Draft
Molalla Avenue @ Warner-Milne Road
Cascade Highway South, No. 160
City of Oregon City

Subject draft is being returned for revisions that I believe are necessary. A review of our file has shown information that should effect the composition of the agreement.

1. There is an existing signal at Warner-Milne Road and Cascade Highway South (M.P. 2.20) to be revised.
2. The proposed project would also include signalization of Hilltop Road (M.P. 2.22). These two off-set "T" intersections would probably be run by one controller.
3. There is an existing TOPICS agreement covering the signal at Warner-Milne Road and also covering a signal at Pearl Street and Cascade Highway South. This agreement was approved by the Oregon Department of Transportation Commission on June 22, 1971 and signed by Floyd Query on October 11, 1971.

If further information is needed, please contact this office.

L E George
L. E. George
Traffic Engineer

BET:cs
Attachment

Holmes ✓

To typist 3-30.

Prefix: 3-8276

CITY OF OREGON CITY P. O. Box 631
INCORPORATED 1844

February 13, 1980

Curt Duval
Department of Transportation
5821 NE Glisan Street
Portland, OR 97213

RE: Warner-Milne and Molalla Avenue Intersection Engineering Costs

Gentlemen:

On February 6, 1980, the City Commission approved the expenditure of funds to reimburse the State for preliminary engineering and design outside the State right-of-way on the subject intersection, not to exceed $5,000.

If you need additional information on this, I can be reached at 655-8481.

Sincerely,

Wm C Parrish
William C. Parrish
City Engineer

kd

cc: D.E. Swan
Rob Cameron
Benny Vaughan

BEN GIFFORD

TECHNICAL
SERVICES U
FEB 15 1980

OREGON CITY, OREGON 97045 • AREA CODE (503) PHONE 655-8481

(Rev. 9-71)

9233

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Warner-Milne Road to Hilltop Road

Highway Cascade Hwy #160 - Molalla Avenue

County Clackamas

Date January 16, 1979

Authorization No. 1

Survey Prefix 103-1901 (Assigned by Salem office)

Description of termini, route, length, etc.:

Molalla Avenue, Cascade Hwy #160

ORE 213 at Warner-Milne Road M.P. 2.20

and Hilltop Road M.P. 2.22

Proposed:

Revise existing two phase signal to include left turn protection and the signalization of Hilltop Road.

Purpose of survey:

To prepare title sheets, vicinity map, signal design, agreements for contract

HES-78 (2)

2-8-79

		Estimate of Cost
Field Survey	(901)	1,600
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	400
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	1,500
Landscape	(912)	
Liaison	(913)	
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	600
Environmental	(923)	100
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . . $ 4,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Recommended for Approval:

Recommended for Approval:

Location Engineer

Approved:

SP*23001-73

1980 Pacific Hwy.-Main Ave. 9234
(Canyonville) Sec. of E. 1st St.
(Grading and paving)

C&A 6894 2/2/79

980 Pacific Hwy.-Main Ave. 9234
Canyonville) Sec. of E. 1st St.
(Grading and paving)

C&A 6894 2/2/79

August 9, 1985

PRO

The Honorable Bill Vian, President
Association of Oregon Counties
Douglas County Courthouse
Roseburg, OR 97470

In response to your July 29, 1985 letter concerning the $2,821 balance owed by the City of Canyonville on the East First Street project.

We appreciate your offer to assist the City and the Highway Division in this matter. In reviewing the project, we feel we should absorb the balance of the cost for the following reasons:

1. Four years is an excessively long time to complete a final audit on a project; therefore, the City was not aware of nor able to budget for this unanticipated cost.
2. The nonparticipating costs are due to State engineering charges in excess of the FHWA allowance.

We will notify our Accounting Section to cancel the invoice and notify the City of Canyonville of this action.

Thank you again for your assistance.

Fred D. Miller
Director

cc Mayor Win Walker
City of Canyonville

bc E. S. Hunter
W. E. Schwartz
Vern Skoog (Invoice #141986
J. J. Gix
C. O. Fredrickson
G. A. Potter

MKS:me sl rw fn

Gary - Tell him that we will absorb the charge, basically for two reasons:

1. Four years is an excessively long time to complete a final audit of the project.
2. The non-participation is due to eng. charges in excess of FHWA allowance

Comment on last ¶

WJS

BOARD OF COMMISSIONERS

DOUGLAS COUNTY

DOUG ROBERTSON **BRUCE LONG** **BILL VIAN**

Courthouse — Roseburg, Oregon 97470 — (503) 440-4201

July 29, 1985

Mr. Fred B. Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred,

Enclosed please find correspondence from Win Walker, Mayor of Canyonville. Over the past eight years, Win has been very good for Canyonville. With the help of a HUD Grant and Douglas County, he has seen to a lasting source of good water for the community, upgraded the sewer system, and provided a City Hall; as well as many other worthwhile projects such as improving First Street, with cooperation from the State. The error that has been made in billing will be difficult, if not impossible for them to correct at this time.

Would it be possible for Douglas County to incorporate the amount owing by Canyonville into our Road swap with the Highway Commission? If not, perhaps the County could pay the State directly the $2,821.00 since the citizens from all of Douglas County do benefit from the project to some degree.

RECEIVED
STATE HWY ENGR
JUL 30 '85
REFER TO
G. Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Fred, I would also like to take this opportunity to thank you very much for your active part in the Legislation changing the split on Gas Tax Receipts. Local governments certainly needed the extra dollars which will now be provided. I know also you were very instrumental in the State being able to pick up one half the local "match" of bridge replacement, which will virtually double the number of bridges counties can rebuild in the future. These bridges have been sorely needed.

Sincerely,
Bill

Bill Vian, President
Associate of Oregon Counties

RECEIVED
DOT DIRECTOR
JUL 30 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BV:cw

cc: City of Canyonville
Jack Ayers, Oregon State Highway Division
P. Jerry Orrick, AOC Director, Salem (w/enclosures)
Bob Parkhill, Douglas County Roadmaster (w/enclosures)

- CITY HALL - 1859 - CITY OF CANYONVILLE -
P. O. BOX 765. CANYONVILLE. OREGON 97417

July 24, 1985

Bill Vian, Director
Association of Counties
Courthouse
Roseburg, Oregon

Dear Bill:

Please refer to the enclosed article in the Umpqua Free Press edition of July 18, 1985.

As you can imagine, an unexpected bill four years after the project was completed, was quite a shock. Our little city does not even have a budget passed for the operating expenses yet, much less any allowance for an unexpected expense of this kind.

This seems to be a bad practice in the record-keeping by the Oregon State Highway Department, don't you agree? I understand that we are not the only entity which has been hit with a bill of this kind. (Jackson County to the tune of $38,000.00). I would like to enlist your aid in applying pressure to the Highway Department to change its methods. If a project cannot be audited and closed within six months after completion, the state should be responsible for any overrun in my opinion.

Regarding our problem here in Canyonville, will you help me attempt to persuade the Highway Department to reduce the amount due or to forgive the payment altogether, since our budget problems are so severe. Our small contingency fund is for emergencies which threaten the health and welfare of our citizens.

Thank you for your help.

Sincerely,

Win Walker
Mayor

Tuesday, July 16, 1985—The News-Review, Roseburg, Oregon, Page 3

Canyonville told it still owes money

CANYONVILLE — State Highway Division officials Monday told the City Council the city still owes $2,800 for a street project completed in 1981.

The balance remains from the $68,500 widening and sidewalk project on First Street.

Gynn Deaton, city recorder, said the unpaid balance, of which the city was unaware, resulted because "the federal government did not put in as much as they were going to."

"We'll have to pay it back, but they'll give us some time so we can budget for it," Deaton said.

The news wasn't all bad Monday, however. The city learned it would receive $7,279 grant from the League of Oregon Cities Insurance Trust for a city employees fitness program.

The grant will buy the city two universal weight gyms, exercise bicycles, a rowing machine, weighing scale and small free weights.

"It's for the employees to use on their own time to work toward getting more fit," Deaton said.

The gym will be in an upstairs storage room of City Hall, she said.

◆

discovered traces of metham- benzene are utilized and may have

something in the water after swimming, but no major pro-

backed up and the chemicals were discharged from it.

In Canyonville

Road debt to state discovered

"The old government edict of less for more," concluded Canyonville mayor Winston Walker at the July 15 city council meeting after Jack Ayers, of the Roseburg branch of the State Highway Division, explained why Canyonville still owed the state of Oregon $2,821 as the balance due on the 1981 First Street paving project.

Ayers told the council that the highway division did not originally ask enough money from the city before it went for the bit.

Ayers admitted that if the paving project had utilized more asphalt, Canyonville would have paid less. Less asphalt for more money with the federal government fitting no more than 15 percent of the bill.

Walker said that paying the bill "would have been a struggle then (1981), but almost an impossibility now" since budget cuts have taken away much of the city's funding. Ayers made a suggestion for Canyonville to make arrangements with his department for an extended period of payment, rather than following the present state guidelines which insists on cities paying all bills within a one year time span.

"The Governor seems to throw it (money payment responsibilities) all back at the cities," said Walker.

Ayers recommended to the council that they support a four year stagnated bill that if approved, would speed up the billing of such projects as the First Street renovation. If the proposed bill had already been active, the Canyonville city council would have had to pay the balance due by 1982, before the city had been completely stripped to the budgetary bone.

In further council news, a new phone system was presented by Robert Lancaster and associate, of Southern Oregon Telecom and the possibility of the city buying a phone system was discussed. This would eliminate the monthly $71 rent already facing the city and may, overall, save the city money. At this time, there are two phones in the city hall and five in the police department.

At the meeting, the announcement of Canyonville receiving a grant award of $7,279 from the League of Oregon Cities Ins. was made. This money is to go to a fitness program for city employees and will be presented to the city August 1. It was not decided where the fitness program's studio will be located, pending research by city attorney Neil Kagan into the liable laws surrounding its establishment on city property.

Jeff Wright's, the still managing editor of the *Umpqua Free Press*, letter of goodbye and thanks to the Canyonville city council was read at the close of the meeting.

Swimmer dead after mishap

Mattie D. Domnitz, 49, of Myrtle Creek, died as a result of an accident in the South Umpqua River near the railroad bridge. She was taken to Mercy Medical Center where she died the following day.

Witnesses to the accident were Kenneth C. Betza, Thomas M. Grimm and Timothy M. Grimm.

According to a Myrtle Creek police report, the Grimms' and Betza were swimming for about 15 minutes to half an hour, when Tim Grimm asked "where's Mattie?" Tom Grimm searched for her and "found her on the bottom of the river." They pulled her onto the river bank.

After tests at the hospital, Domnitz's, blood alcohol level was discovered to be .30 percent.

The police report also stated that shortly following 4 p.m., "the life support systems were removed from Mattie Domnitz and she was pronounced dead."

Low-power TV station closes Roseburg outlet

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: July 29, 1985

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Region Engineer

SUBJECT: Itemized Statement
Final Cost
City of Canyonville
Contract No. 9234

We received the attached Statement of Final Cost just under 4 years after the final inspection on this project in July of 1981. I am attaching a copy of the Statement of Overruns and Underruns as well as a copy of the Project Authorization.

As you can see, the contract underran 13%. Unfortunately, this cost the City of Canyonville some money. Had the project gone to the full amount of the original authorization, the amount of participation money would have covered the engineering overrun, or very nearly so.

We are somewhat embarrassed by our engineering cost of $6,240 as well as the $1,000 in engineering charges emanating from our central office. It should be explained, however, that the project was handled by Wildish of Medford and dealing with a contractor whose plant was approximately 110 miles from the project would cause our engineering cost to overrun.

Considering the circumstances, I feel it is unfair to charge the City of Canyonville for all of the non-participating engineering. I respectfully request that you foward a recommendation to H. S. Coulter that the state pay 50% of the non-participating engineering cost.

I would have had very little difficulty taking this final statement to the city had it arrived shortly after the completion of the job. Four years later, the prospect becomes more than embarrassing since they do not have any money in their budget for such a project and the City Council barely remembers that the project was ever built.

Discussed w/ZL 8-9-85
Advised him we will pay
bill and have as told City &
Douglas Co.
WES

8-5-85
[illegible]

NOTED
W. E. SCHWARTZ

jjg/cw
Attach.

cc H. S. Coulter
Ron Busey

RECEIVED
STATE HWY ENGR
JUL 30 '85
REFER TO
FOR
Info | Inves | R/B | D/R | Sign | Act | File

81-125-1307

3rd notification
Finan FHWA Insp. Repor
July-August 1981 !!

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: May 28, 1985

CITY: Canyonville AGREEMENT NO: 6894 PROJECT NO: SOS-1004(1)

CONTRACT NO: 9234 SECTION: Pacific Hwy.-Main St. (Canyonville)

Preliminary Engineering 310-1987

	Participating	Non Participating
Project Manager	$ 5,093.39	$ 11.71
Final Design	1,634.77	
Legal Descriptions	2.40	
Region Geology	1,143.59	
Traffic Section	178.34	
Region Utility Liaison	146.79	
Program Section	37.40	
Specifications	966.16	
Administrative Services	43.30	
Environmental Section	104.20	
Total P.E. Cost	$ 9,350.34	$ 11.71

Construction Prefix 310-1098

	Participating	Non Participating
Payment to Contractor	$ 48,063.34	$
Interest on Final Payment		41.83
Work Performed by State Forces		318.06
Engineering Cost	6,241.26	3,459.60
Program Section	138.78	
Material Section	28.00	
Technical Services	392.16	
Construction Branch	243.68	
General Construction (Accounting)	165.62	
Total Construction Cost	$ 55,272.84	$ 3,819.49

15%

7209.50

5,700 =

Summary

Participating P.E. Cost	$ 9,350.34
Participating Const. Cost	55,272.84
Total Participating Cost	$ 64,623.18

Federal Funds

P.E. (85.77%)	$ 8,019.79	
Const. (88.15%)	48,723.01	$(56,742.80)
Subtotal		7,880.38
Plus Non Participating City Cost		3,831.20
Less City's Advance Deposits		
P.E. AD #575	$ 890.00	
Const. AD #848	8,000.00	(8,890.00)
BALANCE DUE FROM CITY		$ 2,821.58

ROSEBURG REGION
RECEIVED
MAY 31 1985

MKS:me

8509 = 15% of Authorized Contract Cost

CONTRACT NO.
9234

PROJECT AUTHORIZATION AND RECORD OF WORK ORDERS
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

SECTION Pac. Hwy.-Main Ave. (Canyonville)		HIGHWAY City St.(E. 1st St.)	F.A. PROJECT NUMBER SOS-1004(1)
COUNTY Douglas	JOB PREFIX 310-1098	KIND OF WORK Grading & Paving	~~PRIMARY~~ SECONDARY ~~N/A~~
CONTRACTOR Wildish Medford Const. Co.		AWARD DATE Dec. 29, 1980	WORK DAY COUNT BEGINS
RESIDENT ~~OR LIAISON~~ ENGINEER Ron Busey	LOCAL GOVT. OR CONSULTANT ENGINEER	REGION ENGINEER Alfred Shirley, Jr.	

SPECIFIED COMP. DATE 60 CD	TIME EXTENSION	APPROVAL DATE	FIRST NOTIFICATION	COMMISSION ACCEPT. DATE
			SECOND NOTIFICATION	STORED IN BOX NUMBER
			THIRD NOTIFICATION	LOCATION

CONSTRUCTION AUTHORIZATION

CONTRACT AMOUNT		$ 55,632.00
ADDITIONAL ANTICIPATED ITEMS	AMOUNT	
Permanent Signing	500.00	
Permanent Pavement Striping	1,000.00	
TOTAL ADDITIONAL ANTICIPATED ITEMS		1,500.00

ROSEBURG REGION
RECEIVED
JAN 6 1981

RE	RME	[illegible]	[illegible]	TE
RUE	[illegible]	RSR	RPR	RLE
GEO.	[illegible]	[illegible]	AA	

SECURITIES OR BONDS DEPOSITED IN LIEU OF RETAINAGE

DATE	AMOUNT	DATE	AMOUNT

APPROVED REDUCTIONS IN RETAINAGE

DATE	AMOUNT	DATE	AMOUNT

SUBTOTAL	$ 57,132.00
CONTINGENCIES 4½%)	$ 2,570.94
CONSTRUCTING ENGR. 10 %)	$ 5,713.20
SUBTOTAL	$ 65,416.14
CREDIT:	( )
ORIGINAL CONSTRUCTION AUTHORIZATION TOTAL	$ 65,416.14
AUTHORIZATION INCREASE APPROVED BY COMMISSION	
REVISED CONSTRUCTION AUTHORIZATION TOTAL	$

RECORD OF WORK ORDERS ON RE[illegible]

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	Pacific Hwy. - Main Ave. (Canyonville)	Contract No.:	9234
Highway:	city street (E. 1st Street)	Prefix	: 310-1098
County:	Douglas	F. A. No.	: SOS-1004(1)

	Original	Semi-final	% (+ or -)
Bid Items	$55,632.00	$47,503.57	- 15
Anticipated Items	1,500.00	0	-100
Contingencies	2,570.94	547.20	- 79
Engineering	5,713.20	9,000.00	+ 58
	$65,416.14	$57,050.77	- 13 %

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Individual Overruns and Underruns			Orig.	S.-final	
B.I. No. 3	Embankment in place	Cu. Yd.	230	209.3	- 9%

Because of a chain link fence the slopes had to be steeper than plans thus using less material.

B.I. No. 5	Class 'B' or 'C' A.C.	Ton	825	579.29	- 30%

There were several factors causing the underrun on this item:

a. Asphaltic concrete under curbs was replaced by crushed aggregates . . . . - 50 tons.
b. Overlay under freeway structure was reduced to minimize reduction in clearance . . . . - 40 tons.
c. The paving was over estimated on the plans . . . . - 50 tons.
d. The excavation widths were less than estimated . - 100 tons.

The combination of all of the above resulted in the underrun of the bid quantity.

B.I. No. 7	Concrete driveways	Sq. Yd.	80	67.5	- 16%

Used alternate slopes on one driveway due to conflict with power pole and fire hydrant.

P.A. No. 1	Aggregate curb bed	Ton		45.6	

Crushed aggregate from local commercial source to be used as bedding for concrete curbs. This replaced asphaltic concrete shown on contract plans.

310-1987

310-1098

ORIGINAL 9234 - 6 3-6-85

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon	FEDERAL AID PROJECT NO. SOS-1004(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-12-79 To: 2-14-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$9,362.05 59,092.33	$9.350.34 55,272.84	.8577 .8815	$8,019.79 48,723.01	$8,019.79 48,723.01	$ 0.00 0.00
$68,454.38	$64,623.18		$56,742.80	$56,742.80	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 3-6-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ________

Amount Approved $ ________

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Hwy. - Main Ave.(Canyonville) E 1st Street, Canyonville Douglas County					
	Preliminary Engineering Type Code P.E. State	All Required			$9,350.34	
	Construction Type Code 6201 Roadway (Sta. 2+70 to Sta. 9+70) Final Contract Payment Summary	Lump Sum			$48,063.34	
	Construction Engineering State	All Required			$7,209.50	
	Total Participating Project Cost				$64,623.18	
	Non Participating Project Cost					
	Preliminary Engineering (State)	All Required			11.71	
	Interest on Final Payments	All Required			41.83	
	Patch roadbed to alleviate low area where water stands	All Required			318.06	
	Construction Engineering	All Required			3,459.60	
	Total Nonparticipating Project Cost				3,831.20	
	Total Project Cost				68,454.38	
	Prepared based on participating costs as shown on Federal Billing as of 2-28-85.					
	AMOUNT CARRIED FORWARD					

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER 141986

DATE 6/24/85

YOUR ORDER NUMBER

BILLING REQ. NUMBER CA 4420

NEW

CODE CANYONV

- CITY OF CANYONVILLE
- CITY HALL
- CANYONVILLE OR 97417

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			2,821.58
310-1098	296	00	000		2,821.58
310-1098	295	00	000		(2,821.58)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON SOS-1004(1), PACIFIC HWY. - MAIN ST (CANYONVILLE) AGREEMENT #6894.	
TOTAL PROJECT COST	68,454.38
LESS: FEDERAL FUNDS	(56,742.80)
LESS: CITY'S ADVANCE DEPOSIT	(8,890.00)
AMOUNT DUE	2,821.58

FOLD

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

MIKE SCHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES

OR DIANE GALIDA PH: 378-5035 PREPARER OF INVOICE

734-1150 (7-81)

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                     MARCH 19[illegible]     PAGE 937
                                                             [illegible]           [illegible]
    DESCRIPTION        PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE    TO DATE
                       310   1987    [illegible]  00 [illegible] 1
                       310   1987    [illegible]  00 P 1
                       310   1987    909          00 P 1
                       310   1987    910          00 P 1
                       310   1987    911          00 P 1
                       310   1987    914          00 P 1
                       310   1987    [illegible]  00 P 1
                       310   1987    [illegible]  00 P 1
                       310   1987    922          00 P 1
                       310   1987    [illegible]  00 P 1
                       310   1987    [illegible]  00 P 1
                                     TOT          P1                      [illegible]      9,[illegible]
                                     TOT          N1
                           ** JOB TOTALS **                **             [illegible]      [illegible] **

                                                                                                   STATE
SPTC X'ING @ "B" ST-DRAIN    CONT NO   * FA PROJ NOS [illegible] 017 100  [illegible]    [illegible]
                       310   [illegible] [illegible] [illegible]
                       310   1989    [illegible]  00 P 1
                                     TOT          P1
                                     TOT          N1
                           ** JOB TOTALS **                **             **         [illegible] **

                                                                                                   STATE
SHERMAN AV-MAY ST, HD RIV    CONT NO   * FA PROJ NOS [illegible] 001 100
                       314   1991    [illegible]  [illegible]
                       314   1991    921          00 P 1
                       314   1991    [illegible]  00 P 1
                                                      1 [illegible] 30    1 [illegible]   5 [illegible]
                                     TOT          P1
                                     TOT          N1
                           ** JOB TOTALS **                **             [illegible] **   [illegible] **

                                                                                                   STATE
CRATER LK AVE@DELTA WA RD    CONT NO     FA PROJ NOS [illegible] 001 100
                       315   1917    296          00 N 9                  5 [illegible]     [illegible]
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

     DESCRIPTION                    PREFIX  FUNCTION SUB F.  OR   CURRENT MONTH     YEAR TO DATE

  NE 6TH-NE CENTRAL SUTHRLN     CONT NO      * FA PROJ NOS [illegible] 1002001 100                              STATE
                                   310    1978
                                                      ** JOB TOTALS **            **                **                 **

  [illegible] U'XING OAK&WASH,ROSEBURG CONT NO     FA PROJ NOS [illegible] 100                                      STATE
                                   310    1982
                                               TOT     M1
                                                     ** JOB TOTALS **            **                **                 **

  I-5 TO MAIN ST CANYONVILLE    CONT NO      * FA PROJ NOS SOC 1004001 100                                       STATE
                                   310                                 491.44           491.44
                                   310                                 491.44CR         491.44CR
                                   310    1987    901    00 P 1
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                                310   1011   [illegible]  00 P 1
                                310   1011   944          00 N 1                                                          [illegible]        83    83
                                310   1011   9[illegible] 00 P 1
                                310   1011   9[illegible] 00 P 1
                                             TOT             P1                                                 64.9[illegible]
                                             TOT             N1                                                 [illegible]
                                          ** JOB TOTALS **                       **                 **          70.3[illegible] 85  **

NE UMATILLA-NE 4TH AV SUTHERL CONT NO 0000 * FA PROJ NOS SOS 1002001 100                                                     STATE
                                310   1090   900          00 P 1                                                  374.67     79    83
                                310   1090   900          00 P 1                                                   12.64     79    79
                                             TOT             P1                                                   387.31
                                          ** JOB TOTALS **                       **                 **            387.31  **

PACIFIC HWY-MAIN AVE(CAN)      CONT NO 9234 * FA PROJ NOS SOS 1004001   86                                SOS 1004001   14 STATE
                                310   1098   201          00 P 1                                  10,575.04     [illegible]
                                310   1098   201          00 P 8                                  10,575.04CR
                                310   1098   206          03 N 1                                                    41.83
                                310   1098   240          03 N 1                                     275.00        318.[illegible]
                                310   1098   270          03 N 1                                     275.00CR
                                310   1098   295          04 N 9                                                 7,000.00
                                310   1098   [illegible]  04 N 9                  .01CR                 .01CR   [illegible].01CR
                                310   1098   [illegible]  04 N 9                  .01                   .01     4[illegible].01
                                310   1098   900          00 P 1                                   1,780.02      6,241.26
                                310   1098   900          00 P 8                                   1,780.02CR
                                310   1098   900          00 N 1                                                 3,459.00
                                310   1098   920          00 P 1                                      19.43        138.78
                                310   1098   920          00 P 8                                      19.43CR
                                310   1098   931          00 P 1                                                   316.79
                                310   1098   940          00 P 1                                       3.92         28.00
                                310   1098   940          00 P 8                                       3.92CR
                                310   1098   944          00 P 1                                      10.54         75.37
                                310   1098   944          00 P 8                                      10.54CR
                                310   1098   945          00 P 1                                      34.12        243.68
                                310   1098   945          00 P 8                                      34.12CR                81    85


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                               MARCH 1985         PAGE  292
                                                                                          FISCAL          GRAND TOTAL    ACTIVE  [illegible]
    DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH        YEAR TO DATE         TO DATE       BEG     END
                                310   1098   948          00 P 1                                  23.34         165.62     81    85
                                310   1098   948          00 P 8                                  23.34CR                  83    85
                                             TOT             P1                               11,975.41      55,272.84
                                             TOT             P8                               11,975.41CR
                                             TOT             N1                                               3,819.49
                                          ** JOB TOTALS **                       **                 **       59,092.33  **

SHERMAN AVE-EUGENE AVE(HOOD R CONT NO 9316 * FA PROJ NOS SOS 1401001 100                                                     STATE
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible] PROJ TOTALS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible] PROJ TOTALS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
>320-1071 1	505 -2003-002	28,381.00	32,482.34	32,172.46	88.15	28,280.02	[illegible]	[illegible]

9234

L

November 12, 1981

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9234

Gentlemen:

On November 5, 1981, we wrote to you concerning release of final payment on Contract No. 9234 awarded to Wildish Medford Construction Co. for work on the Pacific Highway-Main Avenue Section of East 1st Street in Canyonville, Douglas County.

Final payment on this contract is $1,212.57 and the total contract amount is $48,063.34. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Wildish Medford Construction Co.
P. O. Box 4177
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
Alfred Shirley

9234

L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats,Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
CON 5

TO: Warren Richards
Construction Office Manager

DATE: July 7, 1981

R. D. Church by mk

FROM R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract	9234, Work Completed June 25, 1981
Project	Pacific Highway-Main Ave. (Canyonville)
Highway	City Street (E. 1st Street)
County	Douglas

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ______________________

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Edward Haury
John Jenkins
Hank Wakerlig
Leo King

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy - Main Ave (Canyonville)

WEEK ENDING: 6-20-81

SECTION PREFIX: 310-1098-900

HIGHWAY: E. 1st St (City street)

COUNTY: Douglas

NAME OF JOB: Pacific Hwy - Main Ave (Canyonville)

KIND OF WORK: Grading & paving

CONTRACTOR: Wildish Medford Construction Co.

CONTRACT NUMBER: 9234

FEDERAL AID PROJECT NUMBER: SOS 1004(1)

DATE OF CONTRACT: December 29, 1980

DATE WORK STARTED: April 27, 1981

ESTIMATED COMPLETION DATE: June 25, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 60

WORK DAYS USED:

CALENDAR DAYS USED: 55

SPECIFIED COMPLETION DATE: 6-25-81

PERCENT OF TIME ELAPSED: 92

PROJECT AUTHORIZATION: $ 65,416.14

EXCLUSIVE OF ENGINEERING: $ 59,702.94

ENGINEERING AUTHORIZATION: $ 5,713.20
646.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 76

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,702.94

ENGINEERING COST TO DATE: $ 7,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 81

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %

PERCENT OF AUTHORIZATION . . . . . 123 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.13	.13			
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Backhoe 1 - 10 Yd dump truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Prtly cloudy	1		
MONDAY	Prtly cloudy	1		
TUESDAY	Showers	1		
WEDNESDAY	Prtly cloudy	1		
THURSDAY	Cloudy	1		
FRIDAY	Prtly cloudy	1		
SATURDAY	Prtly cloudy	1		

B
RECEIVED
JUN 22 1981
CONSTRUCTION BRANCH
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GENERAL ESCRIPTION OF ACTIVITIES FO THE WEEK

SUNDAY	
MONDAY	Contractor dressed slopes thru-out project and did general clean-up
TUESDAY	No activity remainder of week
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status of project: Substantially complete

SIGNED Ronald V. Busey LOCATION Roseburg

Res Engr

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 2-14		County Douglas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1-26-81	Project Number SOS-1004(1)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 23, 1979,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,400	$ 75,000
Federal funds	$ 6,510	$ 66,000
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of January, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

~~For: G.L. Green~~

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 30, 1980

Federal Aid Project
No. SOS-1004(1)

Pacific Hwy.-Main Ave. (Canyonville)
E. 1st Street, Canyonville
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering		All Required	$ 7,400.00

Type Code 6201
Roadway (Sta. 2+70 to Sta. 9+70)

Mobilization		All Required	$ 4,200.00
Removal of Structures and Obstructions		All Required	4,125.00
Embankment in Place	230 Cu. Yd.	13.60	3,128.00
Finishing Roadbed and Slopes		All Required	500.00
Class "B" or Class "C" Asphalt Concrete	825 Ton	34.00	28,050.00
Concrete Walks	630 Sq. Yd.	13.90	8,757.00
Concrete Driveways	80 Sq. Yd.	18.90	1,512.00
Concrete Curbs	940 Lin. Ft.	5.25	4,935.00
Extra for Asphalt Approaches	1 Each	125.00	125.00
Adjusting Inlets	1 Each	300.00	300.00
			$55,632.00

Anticipated Items

Permanent Signing	All Required	$ 500.00
Permanent Pavement Striping	All Required	1,000.00
		$ 1,500.00
	SUBTOTAL	$57,132.00
	Engineering	8,284.00
	TOTAL	$65,416.00

Length of Roadway ----------- 0.133 mi.
Cost of Roadway per mile-----$491,849.62

SUMMARY OF FUNDS 88.15%

Description	Total Cost	Fed. Funds	Local Funds
Preliminary Engineering	$ 7,400.00	$ 6,510.00	$ 890.00
Roadway	65,416.00	57,664.00	7,752.00
SUBTOTAL	$72,816.00	$64,174.00	$ 8,642.00
Reserve	2,184.00	1,826.00	358.00
TOTAL	$75,000.00	$66,000.00	$ 9,000.00

Group 1 86%; Group 8 14%
Contract No. 9234
Prefix 310-1987
Prefix 310-1098

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-178	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Douglas Project No. S0S-1004(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., I-5 to Main St. (Canyonville)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-12-79	0.13
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 88.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,400.00	$ 6,512.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 23 1979

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, OR August 21, 1979

Federal Aid Project
No. SOS-1004(1)

I-5-Main St. (Canyonville) Section
City St. in Douglas County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 7,400.00
	Total	$ 7,400.00

Length of Project. . . . . . . 0.13 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 7,400.00	$ 6,510.00	$ 890.00
Retain in Program			
Contract Work	67,600.00	59,490.00	8,110.00
Total	$75,000.00	$66,000.00	$9,000.00

Group 1 - 100%
Prefix No. - 310-1987

December 19, 1980

ACC

City of Canyonville
City Hall
Canyonville, Oregon 97417

Attn: Mr. Dean Hunt
Director of Public Works

Gentlemen:

On December 18, 1980 the Highway Division received a satisfactory bid from Wildish Medford Construction Company, P.O. Box 4177, Medford, Oregon 97501 for the Pacific Highway-Main Street Section on 1st. This is an OFF SYSTEM Project No. SOS-1004(1). Based upon the contractor's bid the following advance deposit is required.

Contractor's Bid	$55,632.00
Permanent Signing	500.00
Permanent Pavement Striping	1,000.00
4 1/2% Contingencies	2,570.94
10% Engineering	5,713.20
Est. Total Cost of Construction	$65,416.14
Est. P.E. Costs	9,000.00
Est. Total Cost of Project	$74,416.14
Less P.E. Advance Deposit	390.00
Less Federal Funds (88% of $74,416.14)	65,482.03
CITY'S SHARE OF CONSTRUCTION COST IS	$ 8,544.11

By rounding the City's Advance Deposit will be $8,000.00

We will award the contract when we receive your advance deposit, which should be in this office no later than January 2, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

[illegible] Swan
Operation Programming Engineer

[illegible]
Attachment

bcc w/AD # 848: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 848 when advance deposit is received.

93-1

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

DATE: December 15, 1980

TO: FILE

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 18, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 18, 1980 on the following projects:

1. Santiam Highway @ Clay Street (Albany)
   Santiam Highway, Linn County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Pine Creek (Main Street) Bridge
   Main Street, Weston, Umatilla County
   Structure Repair
   Repair of existing structure

   Same as No. 1.

3. Scholls Highway @ S.W. Nimbus Avenue
   Scholls Highway, Washington County
   Traffic Signals

   Same as No. 1.

4. Cascade Highway South @ Warner/Milne Road
   Cascade Highway South, Clackamas County
   Grading and Paving
   Six-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

5. Pacific Highway-Main Avenue (Canyonville)
   East 1st Street, Douglas County
   Paving
   Five-foot sidewalks with curb cuts and ramps provided for pedestrian and bicycle traffic

Contains
Recycled

6. Fossil Creek-Bone Creek
   John Day Highway, Grant County
   Grading and Paving
   Minor realignment and overlay
   Twelve-foot travel lanes with four-foot shoulders

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Diversion Canal (Joe Wright, Reeder and Spring Lake Roads) Bridges
   County Roads, Klamath County
   Structures
   Thirty-two-foot roadway available on structures and approaches

   Same as No. 6.

8. Poodle Creek Road
   Florence-Eugene Highway, Lane County
   Grading, Paving and Structure
   Structure widening and left-turn lane construction
   Four-foot shoulders provided for pedestrian and bicycle traffic

   Same as No. 6.

9. Little Luckiamute River (Smith Road) Bridge
   Smith Road, Polk County
   Structure
   Bridge replacement project. Twenty-eight-foot roadway on structure and aggregate approaches

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

10. Rowell Street-LaCreole Drive (Dallas)
    Hankel Street, Polk County
    Grading and Paving
    Twelve-foot travel lanes with eight-foot parking lanes. Five-foot sidewalks on each side provided for pedestrian and bicycle traffic

11. Wallace Bridge - Upper Salt Creek Road
    Willamina-Salem Highway, Polk County
    Grading and Paving and Structure
    Overlay and widening. Five-foot shoulders to be striped and signed as "Narrow Bike Lane."

12. Elgin-Minam River Road
    Wallowa Lake Highway, Union County
    Grading and Paving
    Overlay and Widening
    Five-foot sidewalks in urban area provided for pedestrian and bicycle traffic. Four-foot shoulders provided on remainder of project.

13. Mosier/The Dalles Highway-W. 8th Street (The Dalles)
    Snipes Street W., Wasco County
    Grading and Paving
    Five-foot sidewalks provided for pedestrian and bicycle traffic

RPS:ge

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

- CITY HALL -
PHONE 503 839-4680

- CITY OF CANYONVILLE -
P. O. BOX 765, CANYONVILLE, OREGON 97417

October 10, 1980

Mr. Alfred Shirley
Regional Engineer, Reg. #3
Oregon State Highway Dept.
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley,

The City of Canyonville wishes to modify the construction agreement of our First Street project by closing First Street through traffic during construction.

We will be responsible for the signing of the detour routes. Enclosed is a diagram of the area and the proposed detour route, which will allow truck traffic and local traffic to move around the construction area with minimal difficulty.

We are most anxious to get this project underway, as soon as it will fit into our budget.

Sincerely,

Dean Hunt
Superintendent

DH/ajp

Enclosure

ROSEBURG REGION
RECEIVED
[illegible] 1980
GEO. AA

CC: J. H. Versteeg.
D. Swan.

Section Pacific Hwy MainAve(Conyonville) Programming Estimate $ ____

Highway City Street (E. 1st Street) Project Length 0.13

County Douglas Completion Time ____

Kind of Work Grading & Paving Est. Comp. Date ____

Prefix 310-1987-921 Letting Date ____ Project No. SOS-1004(1)

ONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 53,690

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 10-9-80

Director
ief of Operations
sst. Dir.-Administration
Asst. Dir.-Transportation olicy & Program Develop.
ccounting (Highway)
Administrative Services
ief Counsel
ommission Services
onstruction
ata Processing (Trans. Bldg.)
mployee Development
Engineering (Design)
vironmental
quipment Shops & Storeroom
nance (DOT)
WA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number ____

ATTENTION: Jack Ayres

ROM: Proj. Mngt.

OMMENTS: Please inform the City.
We need a statement from the city
saying that they will be responsible for the
detouring and control of traffic for this project,
and that they agree to the changes in the
project to reduce the costs.

orm 731-0022 (7/78) SP*70682-734

. . . 500
. . . 1,000
. . . 700

$ 2,200

Subtotal $ 55,890 00

Contingencies (4-1/2%) 2 515 05

Engineering (~~8~~, ~~9~~, [✓ 10%]) 5,589 00

Subtotal $ 63,994 05

Credit for ____ . . . . ____

Estimated Net Authorization, Construction . . . . $ 63,994 05

Est. PE. Costs	9 000.00
Est. Total Project Costs	72,994.05
Less Federal funds (88% of 72,994.05)	- 64,234.76
Less City advance deposit for PE	890.00
Est. City share of project costs	$ 7,869.29

APPROVED

____
Road Design Engineer

Section Pacific Hwy Main Ave (Canyonville) Programming Estimate $

Highway City Street (E. 1st Street) Project Length 0.13

County Douglas Completion Time

Kind of Work Grading & Paving Est. Comp. Date

Prefix 310-1987-921 Letting Date Project No. 505-1004(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 53,690
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500	
Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 2,200
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
~~Thermoplastic Markings~~	700	
Subtotal		55,190 $ ~~55,890~~ 00
Contingencies (4-1/2%)		2,515 05
Engineering (~~8~~, ~~9~~, 10%)		5,589 00
Subtotal		$ 63,994 05
Credit for		
Estimated Net Authorization, Construction		$ 63,994 05

Est. PE. Costs 9,000.00

APPROVED Est. Total Project Costs 72,994.05

Less Federal funds (88% of 72,994.05) - 64,234.76

Less City advance deposit for PE 890.00

Est. City share of project costs $ 7,869.29

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 10/8/80

Section Pacific Hwy - Main Ave (Canyonville) Sec.
County Douglas
Kind Of Work Grading and Paving
Length 0.13
Name Bill Bergsted

10-8-80-8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization			All	(8%)	4,00
	Roadwork					
	Removal of Structures and Obstructions			All	—	3,000.00
	Embankment in Place		Cu. Yd.	230	10.00	2,300
	Finishing Roadbed and Slopes			All	—	2000.00
	Bituminous Base		Ton	365	30.00	10,150
	Class "C" Asphalt Concrete		Ton	500	30.00	15,000
	Concrete Walks		Sq. Yd.	630	15.00	9,450
	Concrete Driveways		Sq. Yd.	80	23.00	1,840
	Concrete Curbs		Lin. Ft.	940	5.00	4,700
	Extra for Asphalt Approaches		Each	1	200.00	200
	Adjusting Inlets		Each	1	250.00	250

Revised 10/30/[illegible]

Section Pacific [illegible] Programming Estimate $

Highway City Street [illegible] Project Length 0.13 mi.

County Douglas Completion Time 60 Cal. Day

Kind of Work Grading & Paving Est. Comp. Date June 26, 8

Prefix 31[illegible] Letting Date Dec 18, 80 Project No. 505-1004(

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 52,490 ~~53,690~~
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500	
Permanent Pavement Striping.	1,000	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching		$ 1,500 ~~2,200~~
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
________		
________		
________		
________		
________		
Subtotal		$ 53,990.00
Contingencies (4-1/2%)		2,429.55
Engineering (8, 9, [✓ 10%])		5,399.00
Subtotal		$ 61,818.55
Credit for ________________		—
Estimated Net Authorization, Construction		$ 61,818.55

APPROVED

____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 10/8/80
Section Pacific Hwy – Main Ave (Canyonville) Sec.
County Douglas
Kind Of Work Grading and Paving
Length 0.13
Name Bill Bergsted
10-8-80
8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization			All	(8%)	4,00
	Roadwork					
	Removal of Structures and Obstructions			All	—	$3,000^{00}$
	Embankment in Place		Cu. Yd.	230	10^{00}	$2,300^{0}$
	Finishing Roadbed and Slopes			All	—	2000^{0}
	10-20-80					
	Class "B" or Class "C" Asphalt Concrete		Ton	825	30^{00}	24,750
	Concrete Walks		Sq. Yd.	630	15^{00}	9,450 -
	Concrete Driveways		Sq. Yd.	80	23^{00}	1,840 -
	Concrete Curbs		Lin. Ft.	940	5^{00}	4,700
	Extra for Asphalt Approaches		Each	1	200^{00}	200
	Adjusting Inlets		Each	1	250^{00}	250

Format for Projects
Exceeding the 7%
guidelines

Anti-inflation Program

Project Report

Project Identification PACIFIC HWY-MAIN AVE (CANYONVILLE)
E. 1st Street, Canyonville, Douglas Co.

(a) No.: SOS-1004(1) State: OREGON

Description of Work (grade, pave, drain, bridge): Roadway, Curb and Sidewalk 0.13 Mile

(b) Engineers Estimate (Total cost only): $ 63,654.00

(c) Bid Tabulation (Total cost only): $ 73.149.00 (First low)
$ (Second low)
$ (Third Low)

(d) State's Recommended Action: Award ☐ Reject ☒
State's Justification: See attached memo.

(e) FHWA Division Action: Concur ☐ Reject ☐
Comments:

* (f) Estimate of Potential Savings ($savings — cost to redesign, etc. and readvertise = estimate of potential savings):

Required Modification to be Made Prior to Readvertisement:

* For those projects that are being reported on after readvertisement, report actual savings or losses compared to the first letting.

September 26, 1980

ACC

City of Canyonville
City Hall
Canyonville, Oregon 97417

Attn: Mr. Dean Hunt
Director of Public Works

Gentlemen:

On September 25, 1980, the bidder on the Pacific Highway - Main Street Section on 1st Street (Canyonville) was Roseburg Paving Inc., P.O. Box 1427, Roseburg, Oregon 97470, which bid is approximately 15% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the City does decide to proceed with this [illegible] SYSTEM project [illegible]-1004(1), the following advance deposit is required.

Bid Items	$73,145.30
Permanent Signing	500.00
Permanent [illegible]	1,[illegible].00
Seeding and Mulching	500.00
4 1/2% Contingencies	3,381.73
10% Engineering	7,514.05
Est. Construction Costs	[illegible]
Tot. P.E. Costs	[illegible],000.00
Less P.E. Advance Deposit	[illegible]
Less Federal Funds	66,000.00
	[illegible]

By rounding, the City's Advance Deposit will be $[illegible],1[illegible]5.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 17, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 818: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 818 when advance deposit is received.

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.)S-1004(1)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90074

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1/29/80	8/28/80	Non Federal aid	City Street

RECEIVED
STATE HWY
SEP 1 '80
REFER TO

GENERAL LOCATION:

I-5 Main Street (Canyonville) Section

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated August 26, 1980 that provision of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8/29/80	G. K. Hessmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE : 1975 631-455

Canyonville

ENVIRONMENTAL REVIEW CHECKLIST

Dec 18
~~Sept. 11~~ 25, 1980 Bid Letting ____________ All Clear Deadline

ALL CLEAR 8/27/80
Donald L Rout

SECTION Pacific Hwy.-Main Ave. (Canyonville)
Highway City Street
County Douglas Region 3
Type of Work ____________ Funds 505
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	OK
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Hwy. Prefix 310-1987

Attention: Right-of-Way Section

Subject: Federal Aid Project No. J05-1004(1)
Project Name Pacific Hwy - Main Ave. (Canyonville)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ____________, Oregon, this ____ day of ____________, 1980

City of ____________

Certified By:

Regional Right-of-Way Supervisor

Date 8/26/80

Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Section Pacific Hwy. – Main Ave. (Canyonville) Sec Programming Estimate $
Highway City Street (E. 1st Street) Project Length 0.13
County Douglas Completion Time 160 CWD
Kind of Work Grading & Paving Est. Comp. Date 6-20-81
Prefix 310-1987-921 Letting Date Sept 25, 80 Project No. SOS-1004(

ESTIMATED CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ 63,654

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-4-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION: Jack Ayres

FROM: Proj. Mngt.

COMMENTS: Please forward to the city for their consideration and approval.

Form 731-0022 (7/78) SP*70682-734

. . . . 500
. . . . 1,000
. . . . 500

$ 2,000

8-11-80
Jack Ayres -
City says OK
AR

Subtotal $ 65,654.

Contingencies (4-1/2%) 2 954.43

Engineering (8, 9, [✓ 10%]) 6 565.4

Subtotal $ 75,173.8

Credit for ______________________ . . . .

Estimated Net Authorization, Construction . . . . $ 75,173.83

Est. PE Costs	5 000.00
Est Total Project Cost	$ 80,173.83
Less Federal Funds	66,000.00
Less City advance deposit for P.E.	890.00
Est. City advance deposit	$ 13,283.83

APPROVED

____
Road Design Engineer

Section	Pacific Hwy. – [illegible]in Ave. (Canyonville) Sec	Programming Estimate $	
Highway	City Street (E. 1st Street)	Project Length	0.13
County	Douglas	Completion Time	160 CWD
Kind of Work	Grading & Paving	Est. Comp. Date	6-20-81
Prefix	310-1987-921	Letting Date Sept 25, 80	Project No. SOS-1004(

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 63,654
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	500	
Permanent Pavement Striping	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	500	$ 2,000
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 65,654 00
Contingencies (4-1/2%)		2 954.4
Engineering (8, 9, [✓ 10%])		6 565.4
Subtotal		$ 75,173 8
Credit for ______		
Estimated Net Authorization, Construction		$ 75,173 8

Est. PE Costs	5 000 00
Est Total Project Cost	$ 80,173 83
Less Federal Funds	66,000.00
Less City advance deposit for P.E.	890.00
Est. City advance deposit	$ 13,283.83

APPROVED

Road Design Engineer

REGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

9-25

Sheet 1 of 2

Date 7/16/80

ection Pacific Hwy-Main Ave (Canyonville) sec. County Douglas

ind Of Work Grading and Paving Length 0.13 Name Bill Bergstedt

io	Item	Code	Unit	Quant.	7-25-80 BW Unit Cost	Total
	Mobilization		All	All	(8%)	4,700
	Temporary Protection and Direction of Traffic		All	All	—	2,800
	Temporary Signs		Sq. Ft.	229	6.00	1,374
	Temporary Barricades		Each	8	115	920
	Flagmen		Hour	200	23.00	4,600
	Road Work					
	Removal of Structures and Obstructions		All	All	—	2,000
	Embankment in Place		Cu. Yd.	230	9.50	2,185
	Finishing Roadbed and slopes		All	All	—	1,000
	Aggregate Shoulders		Tons	160	10.00	1,600
	~~Cement~~ Treated Base Mixture		Ton	315	19.00	5,985
	~~Portland~~ Cement in Treated Base ~~CTB Mixture~~		Ton	17	208.00	3,536
	Delete. ~~Asphalt [illegible] Seal~~		~~Ton~~		—	—
	Class "C" Asphalt Concrete		Ton	500	30.00	15,000
	Concrete Walks		Sq. Yd.	630	15.00	✓ 9,450
	Concrete Driveways		Sq. Yd.	80	25.00	✓ 2,000
	Concrete Curbs		Lin. Ft.	940	5.00	✓ 4,700
	Extra for Asphalt Approaches		Each	1	200.00	200
	Concrete ~~2~~ Stairway		All	All	[illegible]	[illegible]
	Adjusting Inlets		Each	1	250.00	250

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of
Date 7/16/80
Pacific Hwy - Main Ave (Canyonville) Sec
County Douglas
Of Work Grading and Paving
Length 0.13
Name Bergstedt

Item	Code	Unit	Quant.	Unit Cost	Total
12-Inch Thermoplastic Pavement Line		Lin. Ft	218	3.00	654.00

```
 NE GARDEN VALYBLVDSPRR     [illegible]  CONT NO        FA PROJ NOS [illegible]                                                104.43
                                       310    1986      910      00 P 1                                                            104.43
                                                        TOT      P1                                                                104.43  **
                                                    ** JOB TOTALS **                **                      **

                                                                                                                                        STATE
 I-5 TO MAIN ST CANYONVILLE      CONT NO          FA PROJ NOS SOS 004001 100
                                   310    1987      296       00 N 9          792.75CR                792.75CR          6,026.97CR


                                                                                                  JULY 1980           PAGE  568
 TOTAL TO DATE JOB COST SUMMARY
                                                                                                    FISCAL             GRAND TOTAL
                                                      FUNCTION    GR   CURRENT MONTH             YEAR TO DATE          TO DATE
 DESCRIPTION OF JOB OR DEPARTMENT       PREFIX                           292.75                     292.75              6,026.97
                                     310    1987      298        00 N 9                                                5,0[illegible]4.37
                                     310    1987      901        00 P 1                                                   11.71
                                     310    1987      901        00 N 1       1,386.45                 1,386.45          1,3[illegible]
                                     310    1987      905        00 P 1           2.40                     2.40            [illegible]
                                     310    1987      909        00 P 1                                                1,143.69
                                     310    1987      910        00 P 1                                                  [illegible]
                                     310    1987      911        00 P 1          96.84                    96.84            [illegible]
                                     310    1987      921        00 P 1          10.01                    10.01            10.01
                                     310    1987      922        00 P 1                                                   77.62
                                     310    1987      923        00 P 1                                                  572.[illegible]3
                                     310    1987      950        00 P 1                                                8,522.60
                                                      TOT        P1           1,495.70                 1,495.70             11.71
                                                      TOT        N1
                                                  ** JOB TOTALS **            1,495.70  **             1,495.70  **     8,534.31  **

                                                                                                                                      STATE
 SPTC >'ING @ "B" ST DRAIN        CONT NO         FA PROJ NOS RRP 00S017 100                                             62.72
                                    310    1989      901        00 N 1                                                    85.84
                                    310    1989      905        00 P 1                                                    85.84
                                                     TOT        P1                                                        62.72
                                                     TOT        N1                                                       148.56  **
                                                  ** JOB TOTALS **                **                      **

                                                                                                                                      STATE
 CANYON CR BR (JOHN DAY) SEC      CONT NO        * FA PROJ NOS OS  201001 100                                            910.57
                                    312    1901      295        00 H 9                                                10,696.93CR
                                    312    1901      296        00 N 9                                                 1,411.70
                                    312    1901      297        00 N 9                                                 8,374.61
                                    312    1901      298        00 N 9                                                   3[illegible]3.02
                                    312    1901      901        00 P 1                                                 6,8[illegible]
                                    312    1901      904        00 P 1                                                   [illegible].40
                                    312    1901      905        00 P 1                                                     4.50
                                    312    1901      906        00 P 1                                                     6.70
                                    312    1901      913        00 P 1                                                   2[illegible].57
                                    312    1901      914        00 P 1                                                    [illegible]2.12
                                    312    1901      915        00 P 1                                                   [illegible].19
                                    312    1901      918        00 P 1                                                   [illegible].72
                                    312    1901      921        00 P 1                                                   816.37
                                    312    1901      923        00 P 1                                                10,710.59
                                                     TOT        P1                **                      **          10,710.59  **
                                                  ** JOB TOTALS **
```

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3,4	Plan & Profile

Temporary Protection And Direction Of Traffic
To Be Included In Special Provisions

STATE OF

DEPARTMENT OF T

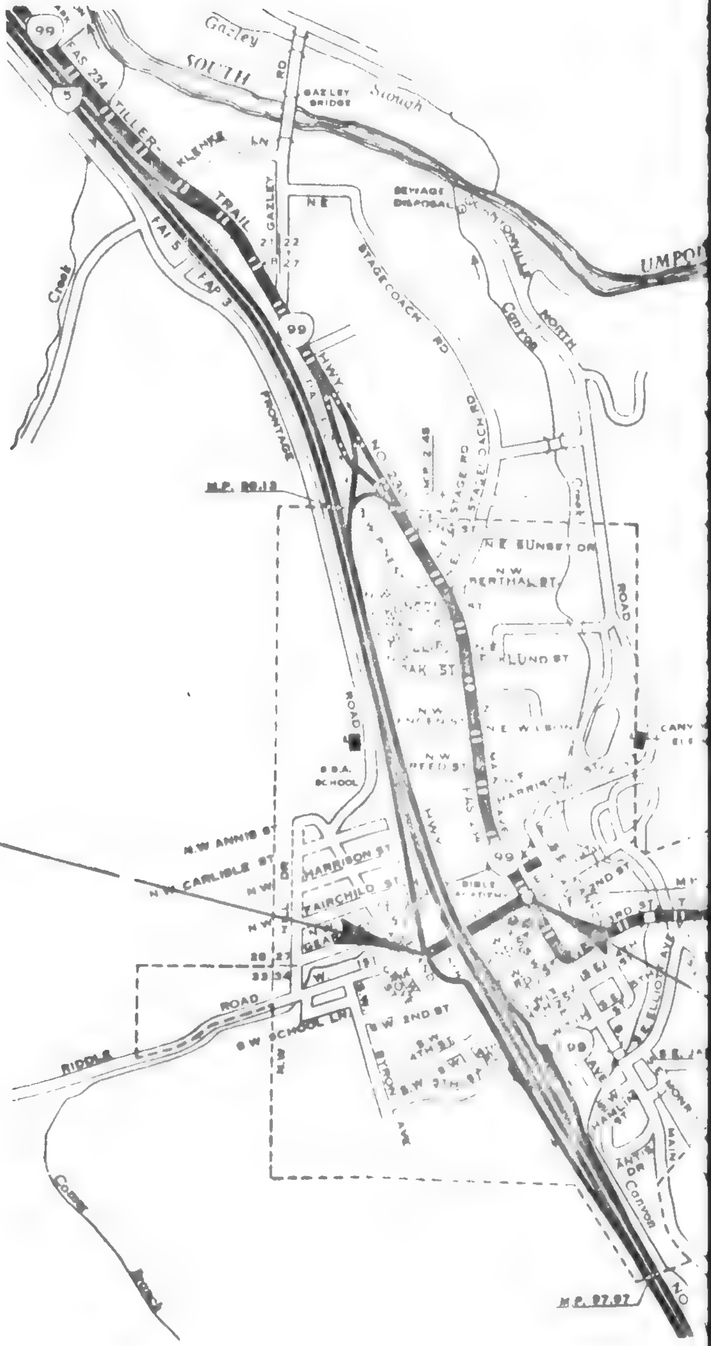
STATE HIGHW

PLANS FOR PROPO

PACIFIC HWY. - MAIN A

CITY STREET (E.

DOUGLAS


99
FAS 234
5
TILLER-KLENKE TRAIL
Gazley
SOUTH
Slough
GAZLEY BRIDGE
GAZLEY RD
LN
NE
SEWAGE DISPOSAL
STAGECOACH RD
NORTH
Canyon
UMPQ
Creek
FAI 5
FAP 3
99
HWY
FRONTAGE ROAD
M.P. 99.12
NE SUNSET DR
N.W. BERTHA ST
LUND ST
OAK ST
ROAD
S.D.A. SCHOOL
N.W. ANNIS ST
N.W. CARLISLE ST
HARRISON ST
FAIRCHILD ST
N.W. REED ST
BIBLE ACADEMY
2ND ST
3RD ST
28
27
33
34
RIDDLE ROAD
S.W. SCHOOL LN
S.W. 2ND ST
MAIN
Canyon
ELLIOTT AVE
M.P. 97.97
Creek

BEGINNING OF PROJECT
Sta. 2+70

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

TOR PROPOSED PROJECT

IN AVE. (CANYONVILLE) SEC.

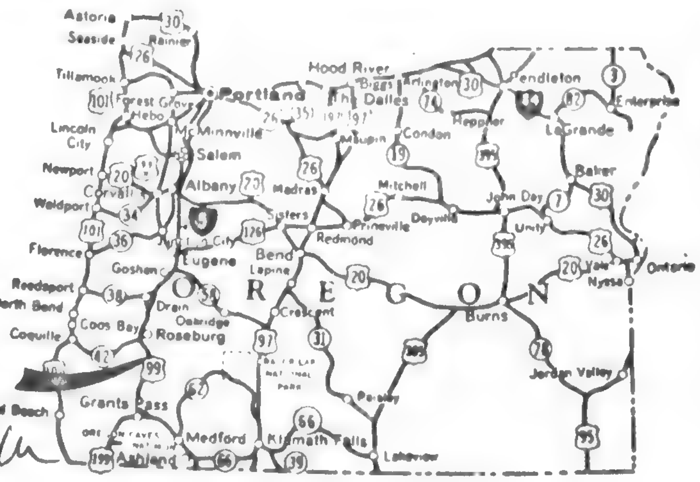
EET (E. 1ST STREET)

OUGLAS COUNTY

PRELIMINARY COPY
JUL 1 8 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PACIFIC HWY.- MAIN AVE. (CANYONVILLE) SEC. CITY STREET (E. 1ST STREET) DOUGLAS COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SOS



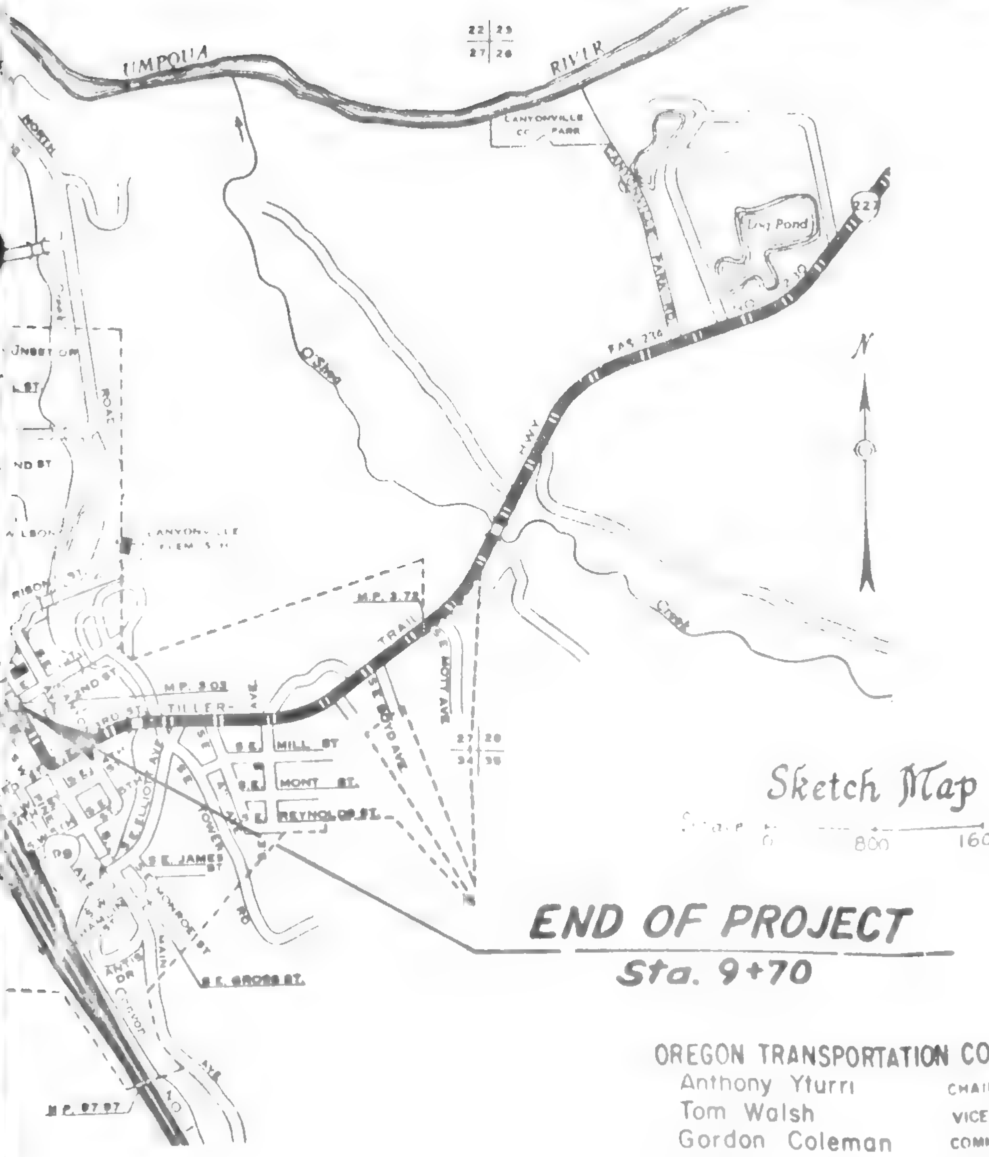
Astoria
Seaside
Rainier
Tillamook
Forest Grove
Hebo
Portland
Hood River
The Dalles
Arlington
Pendleton
Enterprise
Lincoln City
McMinnville
Salem
Maupin
Condon
Heppner
La Grande
Newport
Corvallis
Albany
Madras
Mitchell
Baker
Waldport
Sisters
Prineville
Dayville
John Day
Unity
Florence
Junction City
Eugene
Redmond
Bend
Lapine
Vale
Ontario
Nyssa
Goshen
Reedsport
North Bend
Coos Bay
Coquille
Drain
Oakridge
Roseburg
Crescent
Burns
Jordan Valley
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Paisley
O R E G O N

CANYONVILLE

Winston W. Walter

Gynn O. Deaton

DATE July 21, 1980



UMPQUA RIVER
CANYONVILLE CO. PARK
CANYONVILLE PARK RD.
Log Pond
FAS 234
227
HWY
TRAIL
M.P. 2.75
M.P. 98.03
TILLER
MILL ST.
MONT ST.
REYNOLDS ST.
E. JAMES
E. GROSS ST.
M.P. 97.97
N

Sketch Map
Scale 0 800 1600 Feet

END OF PROJECT
Sta. 9+70

PRELIMINARY COPY
SUBJECT TO CHANGE

4475 H. S. COULTER

4652 EDGAR S. HUNTER

H.S. Coulter	STATE HIGHWAY ENGINEER
E.S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

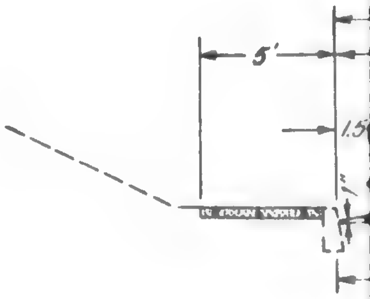
R/W Map No 6B-34-18 & 8B-30-24

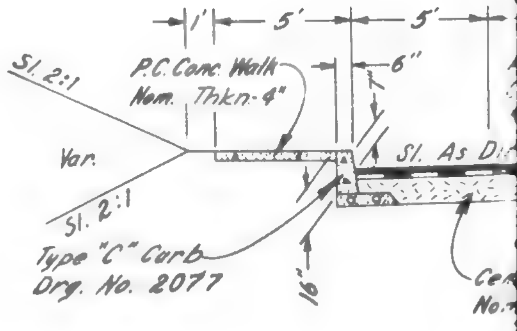
SUMMARY

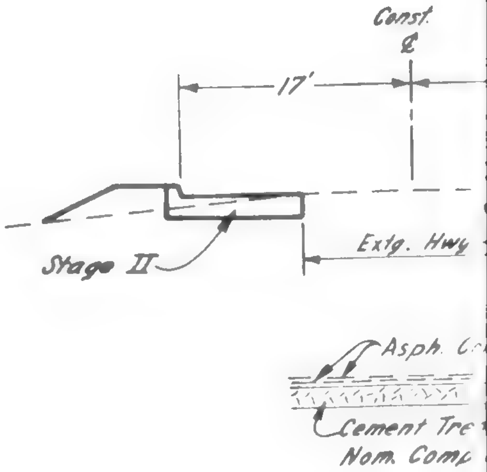
ITEM		UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
No Item	Code	Unit	Quant.		
Mobilization		All	All		
Temp. Protection & Direct. of Traffic		All	All		
Temporary Signs		Sq.Ft.	160		
Temporary Barricades		Each	4		
Flagman		Hour	80		
Embankment In Place		Cu.Yd.	230		
Removal of Structures & Obstruct.		All	All		
Finishing Roadbed & Slopes		All	All		
Cement Treated Base		Ton	410		
Cem. In CTB.		Ton	23		
Class "C" Asph Conc Mixture		Ton	440		
Extra For Asph. Approach		Each	1		
Adjust Inlet		Each	1		
P.C. Conc. Walks		Sq.Yd.	600		
P.C. Conc Driveways		Sq.Yd	80		
Type "C" Curb.		Lin.Ft	940		
Thermoplastic Pavement Marking		Lin.Ft.	218		
Concrete Stairway (Includes Reinforc.)		All	All		

Eriksen, Keller, Butts

TYPICA




1'
5'
5'
6"
Sl. 2:1
P.C. Conc. Walk
Nom. Thkn.-4"
Sl. As Di
Var.
Sl. 2:1
Type "C" Curb
Drg. No. 2077
16"
Ce
No.

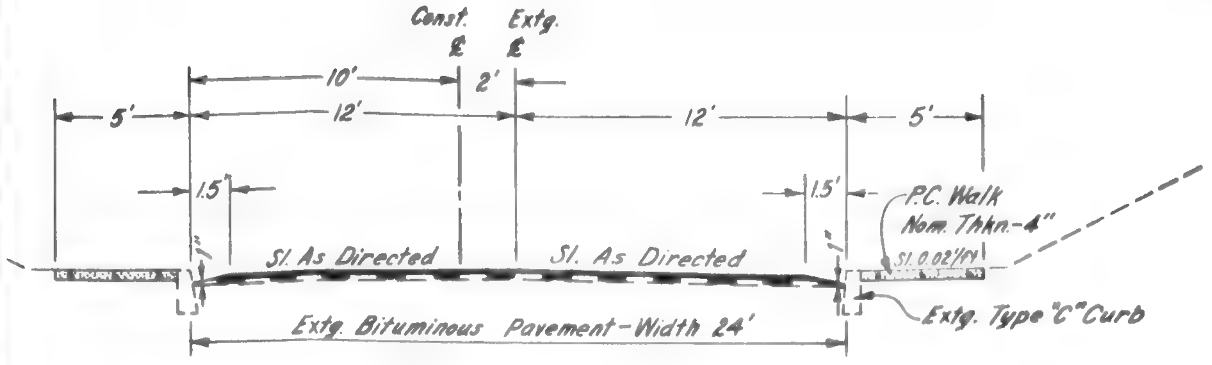

Const.
℄
17'
Stage II
Extg. Hwy
Asph. C
Cement Tre
Nom. Comp

STAGE CONTRUCT
STA. 5+50 To S

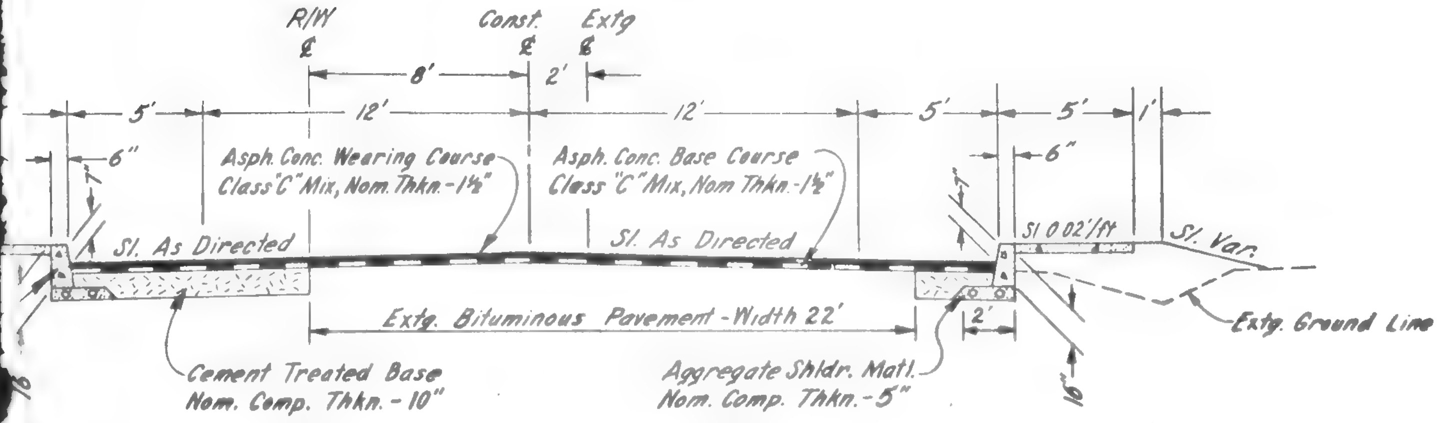
ICAL SECTIONS

PACIFIC HWY.-MAIN AVE. (CANYONVILLE) SEC. CITY STREET (E. 1ST STREET) DOUGLAS COUNTY				SHEET No 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

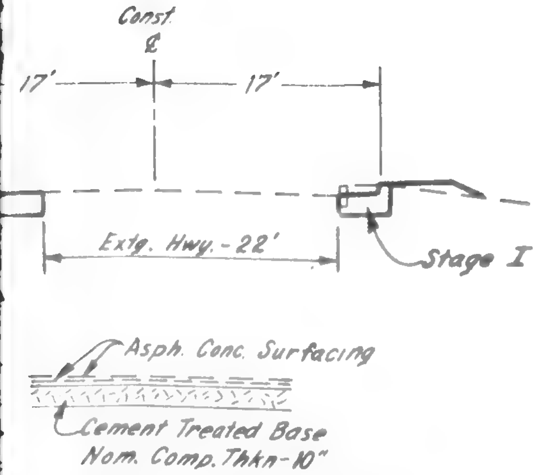
Note:
For Method Of Feathering Asph. Conc. Overlay At Project Ends See Drg No 2050 Or As Directed By Engineer.


Const. ℄
Extg. ℄
10'
2'
5'
12'
12'
5'
1.5'
1.5'
1'
1'
Sl. As Directed
Sl. As Directed
P.C. Walk Nom. Thkn.-4"
Sl. 0.02'/Ft
Extg. Bituminous Pavement-Width 24'
Extg. Type "C" Curb

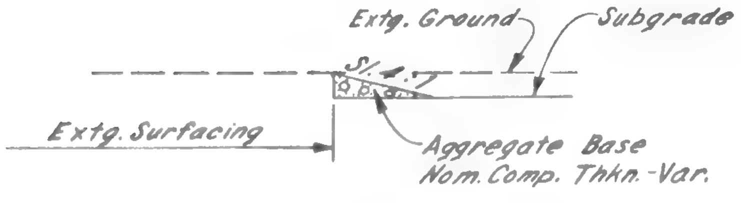
STA. 2+70 To STA. 3+00 (Taper Section)
3+00 To 5+00
(For Surfacing Details Not Shown, See Section Below)


R/W ℄
Const. ℄
Extg ℄
8'
2'
5'
12'
12'
5'
5'
1'
6"
6"
7"
7"
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn.-1½"
Sl. As Directed
Sl. As Directed
Sl. 0.02'/Ft
Sl. Var.
Extg. Bituminous Pavement-Width 22'
2'
Extg. Ground Line
Cement Treated Base Nom. Comp. Thkn.-10"
Aggregate Shldr. Matl. Nom. Comp. Thkn.-5"
16"

STA. 5+00 To STA. 5+50 (Taper Section)
5+50 To 9+70


Const. ℄
17'
17'
Extg. Hwy.-22'
Stage I
Asph. Conc. Surfacing
Cement Treated Base Nom. Comp. Thkn-10"

ONTRUCTION DETAILS
A. 5+50 To STA. 9+70


Extg. Ground
Subgrade
Sl. 4:1
Extg. Surfacing
Aggregate Base Nom. Comp. Thkn.-Var.

ABRUPT PAVEMENT EDGE DETAIL
(Locate Adjacent To Traffic, See Specifications)

SECTION: PACIFIC HWY - MAIN AVE (1st ST)
HIGHWAY: CITY STREET - CANYONVILLE
COUNTY: DOUGLAS
PREFIX: 310-1987-901
RES. ENGR.: RON BUSEY

LOCATION NARRATIVE AND SPECIFICATIONS

SCOPE: This is a safer-off-systems project located in the City of Canyonville, Oregon.

The project is located in the southerly part of the city just north of the downtown area. The project runs roughly east and west. The westerly end of the project is located at the intersection of 1st Street and the I-5 exit ramp (Sta 2+60). The easterly end of the project is located at the intersection of 1st St and Main St (Sta 10+70).

The total length of the project is 0.15 miles.

The ADT as stated on project assessement is 3,250. The 1977 count from the manual is 2,800. (0.02 miles west of Main Street). The traffic appears to be mostly automobile traffic, but some log truck traffic is present. 1987 projected ADT is 5,525.

SETTING: The project is a city street, however there are no residences located within the project boundaries. An elementary school occupies the entire area on the north side between Main St and the I-5 freeway R/W.

The south side is in city ownership between the I-5 R/W and Pine St. with a community hall located at the SW corner of 1st St. and Pine St.

The block between Pine and Main Streets on the south side is in private ownership with a small drive-in type ice cream restruant located at the SE corner of Main St and 1st St. Most of the area is unpaved parking.

The terrain slopes steeply to the east towards Main Street.

The street passes under I-5 freeway and the area between the beginning of the project and about Station 5+00 is landscaped.

The I-5 R/W on the south side is fenced.

The only vegetation affected is a small fir tree (6" dia) about 22' right of Station 8+72. It may be possible to retain the tree.

BACKGROUND: The project is desired by the city to provide a safe area for the elderly citizens residing at the retirement home on the west side of the freeway. They feel the existing walks are hazardous because of the roughness of the A.C. walks and the deep ditch along the concrete walks on the south side. There are no walks along the school property, (Station 5+00 to 10+00 Left). A need for safer sidewalks and crosswalk for the school children is a major consideration in planning this project.

TYPICAL SECTION: The planned typical for the new construction from Station 5+00 to 9+70 calls for two 12' travel lanes, 5' shoulder area. Total width is 34' curb to curb. Five foot walks are planned with the curb included in the 5 feet. Type "C" curbs are planned.

The surfacing depths, as received from the surface design engineer, are as follows:

Over Existing Pavement - 3" A.C.
1½" A.C. Future

New Work - 10" CTB
3" A.C.

HORIZONTAL ALIGNMENT & R/W : Originally a "P" line was ran down the centerline of existing pavement and splitting existing curbs. It was assumed that it was approximately the center of the right of way.

After locating surveyed center of the right of way it was discovered that a 10 foot error had been made in the past and everything constructed is 10 feet too far south. There is no record of this error in the county records but two property corners set at the NW and NE corners of 1st and Main Streets are only 20 feet north of the centerline monument (a 5/8" iron rod) found at the center of the intersection. We checked the distance from the monument found at 3rd and Main and found the distance agreed with the survey C.S. 40/104 within 0.10 feet.

A discussion with the mayor revealed that they knew of the error but no action had been taken to set the records straight. All the buildings on the north side of 1st east of Main are encroaching onto the platted street as a result of the error.

Please note on all plats that the streets are numbered the opposite direction. 1st was 5th, 2nd was 4th and so on.

As a result of this error, if the section was centered on the existing street there would be about a 2 foot encroachment of the new sidewalk onto the property on the south side. The only area in private ownership is the block between Pine St and Main Street on the south side. An effort was made to obtain an easement to allow us to encroach the two feet but the owner was not agreeable. We then decided to shift the construction centerline so that it ran 8 feet south and parallel to the R/W centerline. This would place the back of the walk on the R/W line and would keep the roadway from shifting anymore than is necessary.

If we had constructed the project around the R/W centerline we would have a 10 foot shift at Station 5+00 and then the new street would be offset about 9 feet from existing 1st across Main St to the east. The city wished to hold the centerline as close to existing as possible. A temporary slope easement to fill the existing ditch will be required. All private property is under one ownership.

VERTICAL ALIGNMENT: No change in vertical alignment is proposed. As all existing pavement will be preserved the overlay will follow the existing grade. The existing grade runs from about 3.5% to 5.5%.

EARTHWORK: From Station 5+00 to 9+70 excavation will be required on both sides to allow placement of CTB as per base design for new construction. This excavation totals 213 cubic yards. Because of line shift most of this excavation is on the left.

The existing ditch on the right from about Station 6+00 to 9+00 will be filled. This will require a construction easement or agreement as part of the ditch is on private property from Pine St to Main St. The embankment required is about 251 cubic yards. It will be up to the contractor to obtain satisfactory fill material to make up for the deficiet to the staisfaction of the engineer. Material from sidewalk removal could be used in the deep ditch if sufficiently broke up into small chunks.

AGGREGATE MATERIALS: These will be available from local commercial sources.

DRAINAGE: There is a storm sewer system west of the freeway overcrossing that carries most of the water from the area west of the freeway to the creek to the north.

The water from the street area will run down both gutters to Main St; thence south along Main Street to existing storm sewer system.

The paving at the gutter line of Main Street will have to be dipped to allow gutter on the north side of 1st to drain south along Main St.

The existing ditches and culverts along the south side of 1st St are to be abandoned and filled. They serve no function.

CURBS & SIDEWALKS: Because of steep grades and to keep costs down, Type "C" curbs were used. Sidewalk width is 5 feet including curb. The asphalt walks from the beginning of the project to Station 5+00 are to be replaced with 4½ foot concrete walks. The city feels the existing walks are too uneven and are hazardous to the elderly now using the walks. The existing curbs are to remain from the beginning of the project to Station 5+00. The steps at Station 8+50 Left are to be connected to the new sidewalk. In as much as the curbs will remain in place from the beginning of the project to Station 5+00, it will be necessary to provide for curb cuts for sidewalk ramps right and left of the beginning, Station approximately 2+55. This work should be considered incidental to sidewalk construction and specifications should state thus.

TACK COAT: Our estimate of tack coat for the existing pavement is 1 ton. This should be considered as an incidental item and specifications should state the cost to be included in the One of the Related bid items.

SEAL COAT: Our estimate of seal coat for the cement treated base is less than 1 ton. Again, this should be considered as an incidental item and specifications should state the seal coat cost be in the Bid Item for Cement Treated Base.

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC: Since we are preserving the existing roadway the new construction can be accomplished by use of flagmen when working alongside the travel lanes. No unusual problems or staging of traffic is anticipated. Specifications should require contractor to place aggregates to eliminate abrupt pavement edges at end of each day.

DRIVEWAYS: There is only one driveway on the south side, at Station 9+00 and is used by patrons of the small restaurant at the SE corner of 1st and Main Streets.

There is quite a bit of school parking area in the vicinity of Station 7+00 and so two driveways are shown in this area.

A driveway at 9+50 is very close to the corner and used by the school buses. It is not a good situation, but to correct the problem would require too much work and there is not enough money on this project.

UTILITIES: There are power, gas, city water and telephone facilities located within the project.

Power: All poles are on the south side of 1st Street and are outside of the construction zone with one exception. The pole located on the SW corner of 1st and Main will have to be adjusted to allow a new curb radius to be constructed. There are no other conflicts.

Gas: There is a 2" gas line along the north side about 12 feet from the center of the existing street. It varies from 24 to 30 inches deep. Except for some adjustment of gas valves, no conflicts are anticipated. There is a crossing at 7+20 and about 9+40.

Water: There is an 8" city water main located along the north side of the existing street. It varies from 12 to 18 feet from center of existing street and is 3 feet deep. Except for valves, there should be no conflicts.

Telephone: Telephone lines are above ground and located on existing power poles and should be in the clear..

Illumination: There are street lights mounted on the power poles at 1st and Pine, and 1st and Main Streets. Since these poles are in the clear and the street will only vary a couple of feet from its present location, no adjustments of those lights is required.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	OS-1004(1)
STATE PROJECT NO.	See below
COUNTY NAME	Douglas
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	90074

FROM:

G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED

DATE PS&E APPROVED	1-29-80
DATE AUTHORIZATION EFFECTIVE	1-29-80
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	City Street

GENERAL LOCATION:

I-5 Main STreet (Canyonville) Section

GENERAL DESCRIPTION OF WORK:

Grade, drain and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-19-79 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $67,600 Federal funds $59,490 in accordance with the provisions of your approved SEcondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	1-29-80
SIGNATURE OF APPROVING OFFICIAL	
TITLE	for Division Administrator

FORM PR-1240
(REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 4-1

December 19, 1979

TO: G. L. Green, Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Authorization for Construction
Safer Off System Roads Projects.

I hereby request authorization for construction on the following listed Safer Off System Roads Projects.

Item No.	Project No.	Total Cost	Federal Funds
90066	SOS-0103(1)	$106,300	$61,860
90065	SOS-0602(1)	67,600	59,490
90074	SOS-1004(1)	67,600	59,490
90072	SOS-3201(1)	90,000	60,720

CL:fkc

cc: H. Reynoldson

7234

May 11, 1979

City of Canyonville
P.O. Box 765
Canyonville, Oregon 97417

Attn: Gynn O. Deaton
City Recorder

SUBJECT: Pacific Highway-Main Street Section
West First Street
Canyonville SOS-1004 (1) Project

Gentlemen:

We received your $890 local match February 8, for the preliminary engineering phase of the subject project. We will return the remainder of these funds as requested in your May 8 letter if that is what you want.

Funds are programmed with the Federal Highway Administration, in the total amount of $7,400 or $6,510 of federal funds. These funds can be used now to proceed with the preliminary design unless you want the $890 returned.

The State is committed to a project at this location up to a total cost of $75,000, including preliminary engineering. This involves $66,000 federal funds, when they become available, and $9,000 local match to be provided by the City of Canyonville.

Many local governments with committed projects are electing to proceed with the preliminary engineering phase using available funds hoping for Congress to appropriate funds to cover a program they previously authorized. I have no assurance they will, but note you wrote Senator Mark O. Hatfield with such a request.

If you still want the $890 returned, let me know and we will immediately proceed to do so. If you have questions, please call or write Jack Ayres, Region Federal Aid Specialist, P.O. Box 1128, Roseburg, Oregon 97470, Phone: 672-6658.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Engineer

GWW/RHP:pf

cc: Noel Klein, LOC
Alfred Shirley
Jack Ayres

- CITY HALL -
PHONE 503 839-4680

1859

- CITY OF CANYONVILLE -
P. O. BOX 765, CANYONVILLE, OREGON 97417

May 8, 1979

Gerald W. Wimer
Local Government Manager
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Wimer:

On January 31, 1979, we sent our check #1961 in the amount of $890.00 which was our share of the preliminary engineering on the W. 1st Street project (SOS-1004(1).

Since then, we have been notified that the project has been cancelled since Congress did not fund the SOS program. It is our understanding that the design phase had not been completed and perhaps not even started. We have waited for the refund of the $890.00 but it has not been forthcoming. It is the purpose of this letter to inquire as to when we might expect refund of our funds.

Thank you for your cooperation in this matter.

Sincerely,

Gynn O. Deaton
City Recorder

LOCATION NARRATIVE

SUBJECT: Pacific Highway - Main Street
(Canyonville)
Douglas County

March 15, 1979

HISTORY:

A field survey has been completed. Cross Sections have been plotted and a Detail Map drawn on Mylar. Three alternate construction plans have been drawn and quantities calculated for each alternate. Preliminary bid prices have been computed, based on information furnished by George Sanford, Cost Analyst.

STATUS OF PROJECT:

The three alternates would have been discussed with Dean R. Hunt, City Engineer. However, Jim Gix,Region Three Construction Engineer, advised this date, that all off system funds have been withdrawn. Therefore, we have suspended location work on the project.

Curtis H. Duval
Resident Engineer

cc: Region ✓

c: Bob Ewen
F.E. Terpin
D. Hochring ✓

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 19 1979
M
File: PM FA
LG OP

ROSEBURG REGION
RECEIVED
MAR 16 1979
[✓ E] [✓ RME] [✓ RCE] ROE TE
RUE DES RSR [✓ RPR] RLE
ENV [✓ FAE] RBI SEC

February 2, 1979

City of Canyonville
City Hall
Canyonville, OR 97417

Attention: Gynn O. Deaton
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6714

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the I-5-Main Street Section of West First Street in Canyonville.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

7234 1-21-80 I-5

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
SOS-1004(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
90074

COUNTY NAME
Douglas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Copy to Gifford

REFERRED TO
Board ___ Steudenmeyer ___
Cole ___ Sample ___ ✓
Jenkinson ___ Watson ___ ✓
Hager ___ Dunn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
FINAL DESIGN ENGINEER

DATE PS&E APPROVED
~~1-29-80~~ FEB 15 1980

DATE AUTHORIZATION EFFECTIVE
~~1-29-80~~ FEB 15 1980

FEDERAL ROUTE NUMBER
Non Federal-aid

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
I-5 Main STreet (Canyonville) Section

GENERAL DESCRIPTION OF WORK:
Grade, drain and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-19-79 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $67,600 Federal funds $59,490 in accordance with the provisions of your approved SEcondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE
1-29-80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-918

1-19-79 Read the "Communication Gap Causes Confusion in Canyonville" to Jack Ayres. Says he:

1) Didn't write 12-13-78. Possibly called.
2) Talked to Dean Hunt PWD shortly after 12-19-78. Article is "more than he said." City did say they were writing & promised copy letter. Hasn't received such yet.

J. Wenner

1-25-79 Discussed with Coulter. He understands. Disappointed with the negative publicity. Doesn't believe we should try to refute.

Howell
Prange
Reynoldson

M

NOTED
H. S. COULTER

None [illegible] P.E. [illegible]
[illegible] that
will probably [illegible]
1/3

REFER TO
Winer
BY STATE HWY. ENGR.

What happened to whom?

Canyonville, Oregon
Canyon Creek Current
(Cir. W. 940)

DEC 28 1978

Allen's P. C. B. *Est. 1888*

Communication gap causes confusion in Canyonville

4766

An example of governmental gobbledygook led Canyonville officials to believe last week that a $75,000 grant for street improvements had been taken away only days after it was officially granted.

A muddled letter from the State Department of Transportation prompted a city protest letter with copies sent to Senators Mark Hatfield and Bob Packwood, as well as Rep. Jim Weaver and the League of Oregon Cities.

The grant in question is from the federally funded Safer Off-System Program which is administered by the state. On Dec. 13 the state notified Canyonville that the grant had been approved, but than a Dec. 19 letter sounded like funding for the grant had not been provided by Congress.

After the city's protest letter was written, however, Jack Ayres, a Roseburg-based "regional federal-aid engineer" for the state, said the city's grant does exist and Canyonville officials will receive an agreement to sign this week.

Ayres said the state's letter to the city was "unfortunate" and he commented that the Salem office often has trouble expressing in writing what it really means.

Ayres explained that funding has not been approved by Congress for projects scheduled for the 1980 fiscal year, but Canyonville's 1979 grant is unaffected.

Ayres was positive Tuesday that he is right about the grant, but he admitted that a reading of the letter from Salem would lead anyone to believe that the grant had fallen through.

The letter was both complex and poorly written. The last paragraph, perhaps the easiest of all to understand, said, "We hope this does not cause any undue constraints on your city and am sorry to have to inform you of this proposal."

Since the grant does exist, Canyonville feels no contraints and officials are very happy that everything is clear again.

The grant is to improve 350 feet of the roadside on West First Street.

January 24, 1979

City of Canyonville
City Hall
Canyonville, Oregon 97417

Attn: Mr. Dean R. Hunt
Public Works Director

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the I-5 - Main Street Section on W. 1st Street, SOS-1004(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$7,400.00
Federal Funds	6,510.00
Balance	$ 890.00
Local Share:	
$890.00	

Please make your check in the amount of $890.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER
Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#575: Vern Skoog-Please return completed AD#575 when check is received.
Region 3 Federal Aid Engineer Jack Ayers

GOVERNOR

Oregon State Highway Division

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

In Reply Refer to File No. PRO 6

Mr. Dean R. Hunt
Director of Public Works
City of Canyonville
P.O. Box 765
Canyonville, OR 97417

January 23, 1979

Dear Mr. Hunt:

This will acknowledge receipt of three signed copies of Preliminary Engineering and Construction - Finance Agreement No. 6894 for the I-5 - Main Street Section of West First Street in Canyonville. Also acknowledged is City Resolution No. 80 authorizing execution of this agreement.

By copy of this letter I am forwarding these documents to the Project Management Section in Salem for further processing. A fully executed copy of this agreement will be returned to you for your files.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By JACK AYRES
Regional Federal-Aid Engineer

JA/cp

cc: D.H. Moehring
Jack McCormick
Curt Duval

Form 734-3122

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-1004(1)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90074

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-12-79

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

I-5-Main St. (Canyonville) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-27-78, you are now authorized to proceed with the above work for a TEC of $7,400 with Federal participation limited to $6,510.

NOTED
F. B. KLABOE

Swan
1-1

DATE 1-12-79

SIGNATURE OF APPROVING OFFICIAL G L Green

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 27, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90074
Project No. SOS-1004(1)
I-5 - Main St. (Canyonville) Section
Douglas County

Attached data consists of PR-1 form with project maps.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $7,400 with an obligation of $6,510 in federal funds.

DRH:tmw

Attachments

cc: Alfred Shirley, (Region 3)
H. Reynoldson, w/att.

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

12-27-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT (66) (70)	FUTURE (71)	YEAR (72)	REGION	STATE NAME
CARD 2		City St., I-5 to Main St. (Canyonville)		3,250	--		10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
CARD 3	PE, Gr., Dr., & H-T Pave								SOS-	1004

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CO
CARD 4	Safer Off-System Roads	Douglas	0

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37)
--	N	Non	City St.*	--

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.13	7,400	6,510	---	890
5					**ROW**							
5					**CONST** (CODE) 6201		"I-5 - Main St. (Canyonville) Section"	0.13	67,600	59,490	---	8,110

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH		0.13	75,000	66,000	---	9,000
1	14	PROGRAM APPROVAL DATES 10-13-78			(16) (23)	(24) (33)	REMARKS	

* W. First St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-27-78

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
., I-5 to Main St. (Canyonville)		3,250	--		10	Oregon	41	680	90074

5 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
Pave								SOS-	1004	(1)	

Safer Off-System Roads

--

COUNTY NAME: Douglas CODE 019

ROUTE NO. N — FEDERAL-AID: Non — STATE: City St.* — U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		0.13	7,400	6,510	---	890	Util. adj. as req.
T	"I-5 - Main St. (Canyonville) Section"	0.13	67,600	59,490	---	8,110	ROW-60' nominal; Access Control-none; Parking Restriction-complete.
DRH	PROJECT TOTALS	0.13	75,000	66,000	---	9,000	

ATES 10-13-78

REMARKS

* W. First St.

-over-

USCOMM-DC

I-5 - MAIN ST. (CANYONVILLE) SECTION
PROJECT NO. SOS-1004(1)

Existing Facility: Bituminous surfaced 23-ft. roadway providing 2 lane travel-way with 4-ft. shoulder northside and curb with 4-ft. sidewalk on southside.

Adjacent Sections:

East end -- Intersection with Main St. (Canyonville).

West end -- Same as existing facility above.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.

2) Widen existing roadway to provide 34-ft. curb to curb section with 4-ft. sidewalks each side requiring grade, drain, high-type pavement and incidental work common to this type of project. Utility adjustments as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 11, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

Accommodation of Utilities: State-City agreement will be executed in compliance with Secondary Road Plan.

Maintenance: State-City agreement will be executed to
116, Title 23, U.S.C.

Note: 1) This project is in Congressional District No

2) Included in FY '79 AP in table of "Projecte
gations & Balances".

LE) SECTION

inous surfaced 23-ft. roadway providing 2 lane
ulder northside and curb with 4-ft. sidewalk on

tion with Main St. (Canyonville).

existing facility above.

this project consists of the following:

neering all phases including utility preparatory work.

oadway to provide 34-ft. curb to curb section with
each side requiring grade, drain, high-type pavement
ork common to this type of project. Utility adjust-
d.

Railroads, Water Developments, Historical and
involved.

Exempt from A-95 review under working agreements.

Nonmajor action project concurred in by FHWA on

-- Not required under Oregon Action Plan.

-- Not a factor in the development of this project.

s: State-City agreement will be executed in compli-
Plan.

Maintenance: State-City agreement will be executed to comply with Section 116, Title 23, U.S.C.

Note: 1) This project is in Congressional District No. 4.

2) Included in FY '79 AP in table of "Projected Federal Fund Obligations & Balances".

November 15, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1979 SOS Fund Allocation
Proposed Safer Off-System Roads Projects

On the Consent Calendar for the November [illegible] meeting will be a tabulation showing the distribution of fiscal year 1979 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

The President signed into law the Surface Transportation Assistance Act of 1978. The act, among other things, extends the SOS program for four years, FY 1979, 1980, 1981, 1982. Oregon's projected apportionment for FY 1979 is $3,[illegible].

I recommend your approval of the allocation of FY 79 SOS funds. Also on the Consent Calendar will be requests for approval of SOS projects. These projects are summarized as follows:

Group I - Eugene - Springfield Urbanized Area

The City of Eugene is requesting two projects, one is for constructing sidewalks and curbs on [illegible] Drive over Beltline Road and is estimated to cost $52,000. The other project is for a bridge over Amazon Channel on [illegible] Park Street and is estimated to cost $11[illegible].

Group II - Cities less than 50,000 population

The City of Baker is requesting a bridge over Powder River on Broadway Street at an estimated cost of $111,000.

The request by the City of Boardman is for grading and paving portions of North Main Street and Columbia Ave. and is estimated to cost $92,500.

Group II - Continued

The City of Canyonville is requesting a grading and paving project on the I-5 to Main Street Section on West First Street and is estimated to cost $75,000.

The City of Carlton is requesting a grading, paving and curbing project on S. Yamhill St., W. Washington St., and E. Polk St. and is estimated to cost $50,000.

The request by the City of Coos Bay is for a grading, paving and curbing project on Ingersol Ave.-Kruse Ave. Section on Tenth Street and is estimated to cost $75,000.

The City of Dallas is requesting a grading, paving, curbing and sidewalk project on portions of Uglow St., Brentwood Ave., "A" Street, and Denton Ave. and is estimated to cost $250,000.

The request by the City of Sutherlin is for a grading, paving and curbing project on the [illegible] Street-Greenwood Street Section of West Second Street and is estimated to cost $96,000.

The City of Tillamook is requesting a paving project on 4th, 5th, 7th and 8th Streets [illegible] with a number of connecting streets and is estimated to cost [illegible].

The Federal funds required for these projects is estimated to be $646,400 and the matching by the local agencies [illegible] is $112,000.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the necessary agreements for and on your behalf.

Att.

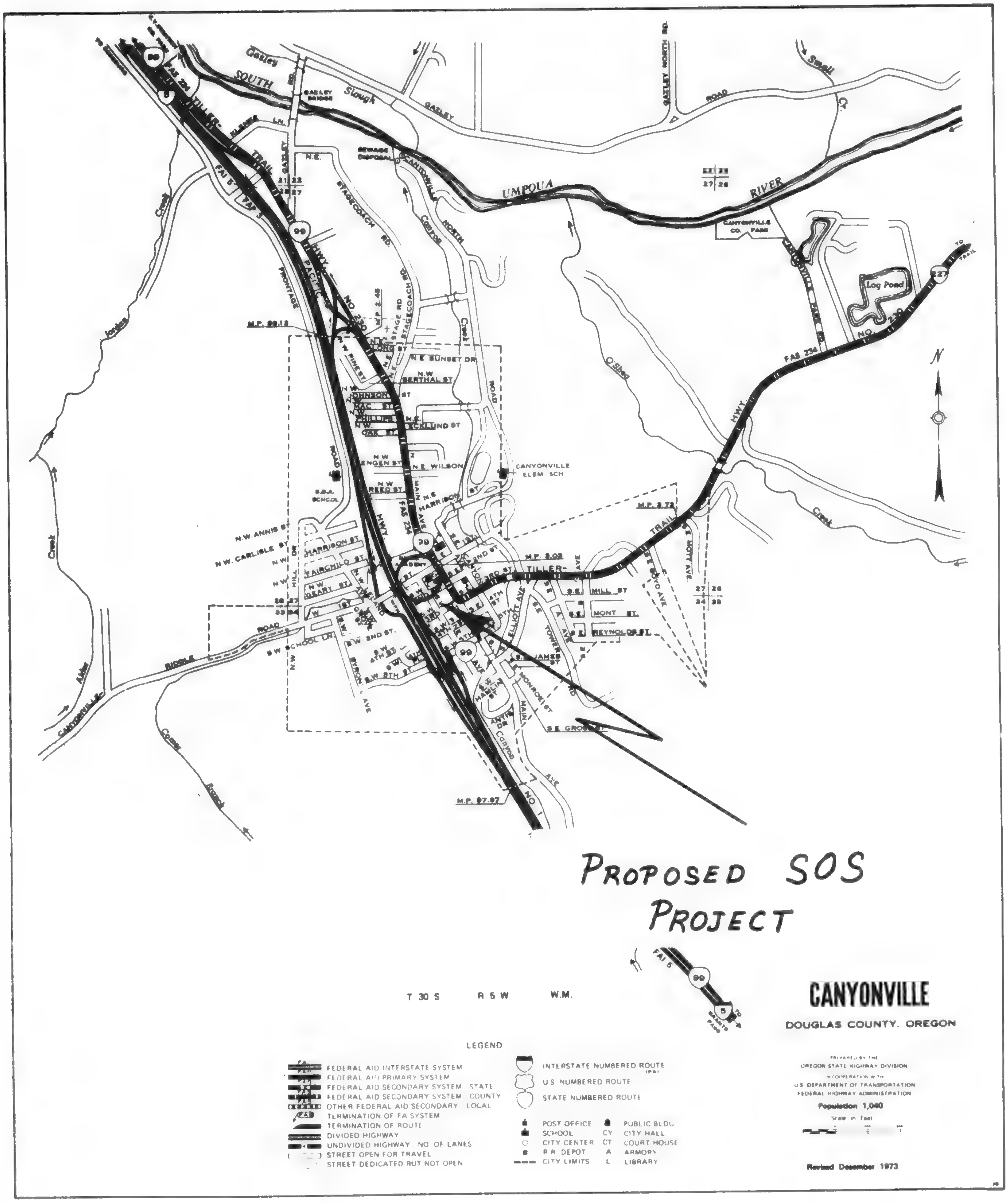
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
Walt Hart D
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz
D. N. Harwell
Gary Potter
George Bell

City of Canyonville
Proposed SOS Project

I-5 to Main Street Section
W. First Street.
Grade, pave, curb and gutter
$75,000

Grade, curb and pave a street 34 feet between curbs. Install 5' sidewalks on each side. No additional R/W required.

Engineering by State.



UMPQUA RIVER
SOUTH
Gazley Slough
GAZLEY ROAD
GAZLEY NORTH RD.
Small Cr.
GAZLEY BRIDGE
SEWAGE DISPOSAL
CANYONVILLE CO. PARK
Log Pond
FAS 234
FAI 5
TILLER-TRAIL HWY NO. 230
PACIFIC HWY NO. 1
FRONTAGE ROAD
STAGECOACH RD.
Canyon Creek
NORTH
O'Shea Creek
Jordan Creek
Canyon Creek
Alder Creek
Cooper Branch
RIDDLE ROAD
CANYONVILLE
M.P. 99.12
M.P. 97.97
M.P. 3.72
M.P. 3.03
M.P. 2.48
CANYONVILLE ELEM SCH
N.W. ANNIS ST
N.W. CARLISLE ST
HARRISON ST
FAIRCHILD ST
N.W. GEARY ST
N.E. SUNSET DR.
N.W. BERTHAL ST
JOHNSON ST
MAC ST
PHILLIPS ST
ECKLUND ST
OAK ST
N.W. LENGEN ST
N.E. WILSON
N.W. REED ST
N.E. HARRISON ST
S.E. MILL ST
S.E. MONT ST.
S.E. REYNOLDS ST
S.E. JAMES ST
S.E. GROSS ST
S.W. SCHOOL LN.
S.W. 2ND ST.
S.W. 4TH ST
S.W. 5TH ST
BYRON AVE
MONROE ST
ANTIS DR
ELLIOTT AVE
MOTT AVE
BOYD AVE
TOWER
MAIN
Canyon AVE
T 30 S R 5 W W.M.
TO GRANTS PASS
TO TRAIL
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet

PROPOSED SOS
PROJECT

CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,040

Revised December 1973

PHM0001 6

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section I-5 to Main Street (Canyonville)

Date October 26 19 78

Highway City Street (Canyonville)

Authorization No. 1

County Douglas

Survey Prefix 310-1987 (Assigned by Salem office)

Description of termini, route, length, etc.: 1st Street in Canyonville between Interstate 5 and the Tiller-Trail Highway (Main Street). It is about 700 feet in length.

Purpose of survey: Prepare plans, specifications and estimate of cost to widen First Street.

505-1004(1)
1-12-79

Estimate of cost:

Plans	905	500
Field	901	5,000
Soils	910	1,000
Utility	914	400
Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Total estimated cost of survey	$7,400
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*19760-734

1st Street (I-5 to Tiller-Trail Highway)
City Street (Canyonville)
Douglas County

Field	(901)	$5,000
Utilities	(914)	400

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-85xx~~ 672-6658

PRO 6

January 18, 1978

Dean R. Hunt
Public Works Director
City Hall
Canyonville, OR 97417

Dear Mr. Hunt:

This will acknowledge receipt of your Safer Off-System Roads Program Project application and project assessment by this office on 1/11/78 at 9:00 a.m. This project is on First Street from I-5 to the Tiller-Trail Highway (Main Street) in Canyonville.

By a copy of this letter, I am giving the assessment to Mr. Eb Engelmann, Region Environmentalist, for review and further processing.

Also, by a copy of this letter, I am forwarding your application to the Project Management Section for placement in its proper place on the priority list.

When additional information is available, you will be advised.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By Glen L. Clark
Regional Federal-Aid Engineer

GLC:bes
cc: D. H. Moehring
J. C. McCormick
A. W. Bates
Eb Engelmann

GLEN CLARK:
Project application logged in and will be held until June 30 for establishment of priority and eligibility for '79 program.
1/19/78 PHPrange

M

FEDERAL AID PROJECT REQUEST

Date 1/11/85 9 A.m.

Applicant Agency [illegible]
Request for: Off-System_____, FAS-C_____, FAUS_____ Project
Federal Aid Route No.__________ Route Name__________
Project Name__________
Project Length__________ Project Location (Attach sketch map)
Project Description [illegible]

Average Daily Traffic__________ Design Speed__________

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 60' Travel Lanes 12' Shoulders [illegible]
Medians [illegible] Parking [illegible]
Sidewalks 11' [illegible]
Remarks__________

2. Desired Roadway Cross Section: (Attach sketch)

Width__________ Travel Lanes 12' Shoulders__________
Medians [illegible] Parking__________
Curbed__________ Length Curb Radii__________
Sidewalk/Bikeway__________
Remarks__________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width__________ Minimum__________ Maximum__________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes__________ No__________

3. Will additional right-of-way be needed? Yes__________ No__________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes__________ No__________
Remarks__________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. **Proposed Signalization:**

Location______________________________

Type______________________________
Phases______________________________
Type of Suspension______________________________
Interconnected______________________________
Remarks______________________________

3. **Permanent Signing:**

Include in project or by applicant?______________________________

4. **Permanent Striping:**

Include in project or by applicant?______________________________

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location______________________________
Type______________________________

Remarks______________________________

V. STRUCTURE DATA

1. Existing Structure:

Location______________________________
Type______________________________
Approach Roadway Width_______________ Shoulder Width_______________
Length_______________ Width_______________
To remain in place?______________________________

2. Proposed Structure:

Location______________________________

Approximate Size: Length_______________ Width_______________

Are sidewalk/bikeways desired? ______

Are any utilities to be attached to structure? ______

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

Remarks ______

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No ______

   Name of Railroad ______
   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ______ Office
2. Environmental ______ Office
3. Public Hearing ______ Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant____ State X Consultant____

3. Will applicant perform any work prior to or after award of contract?

Yes____ No X

If "yes," describe briefly:____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 67,500
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other____	
Preliminary engineering	7500
PROJECT TOTAL	$ 75,000

Remarks____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

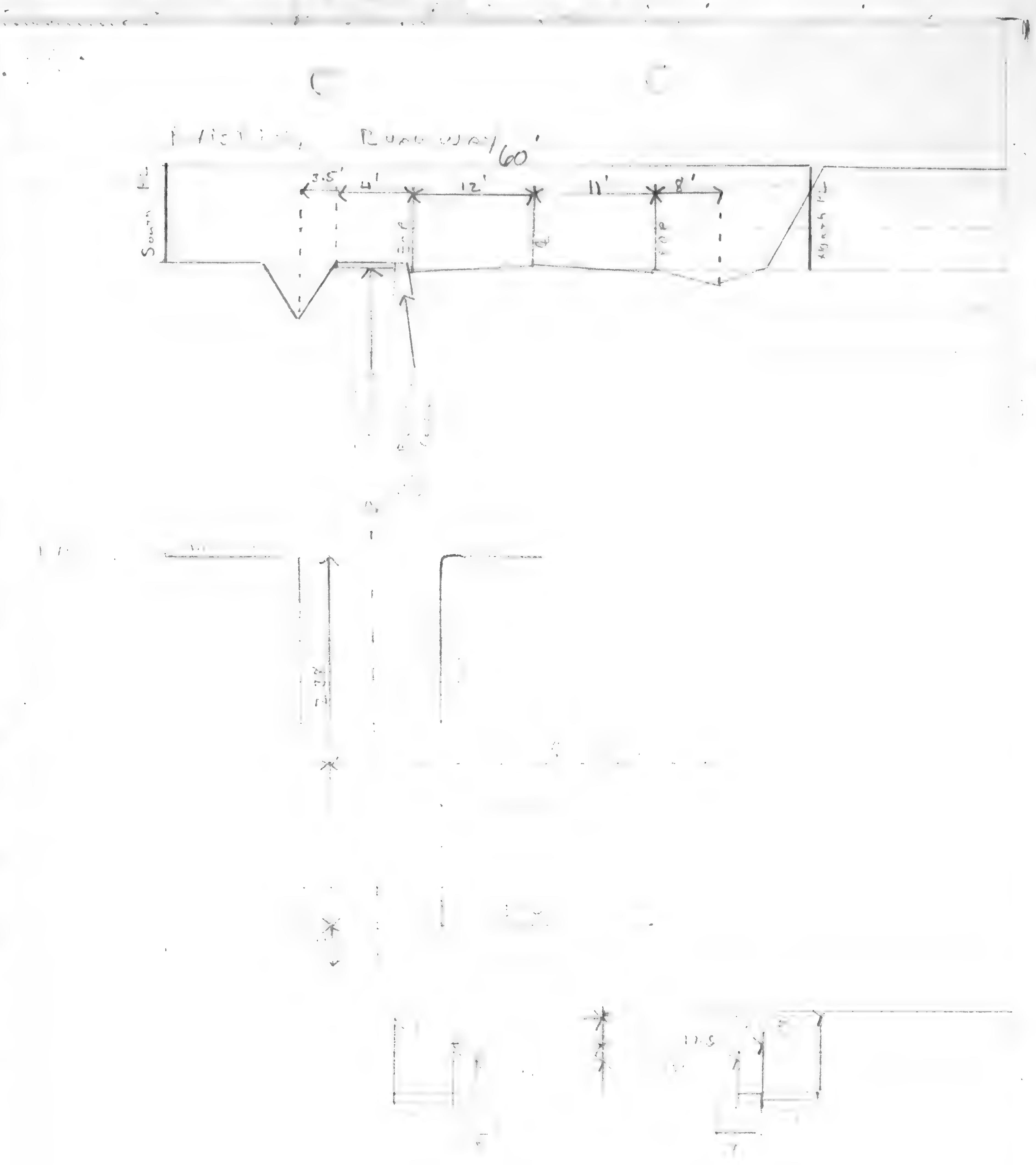
CITY OF ____ and/or ____ COUNTY

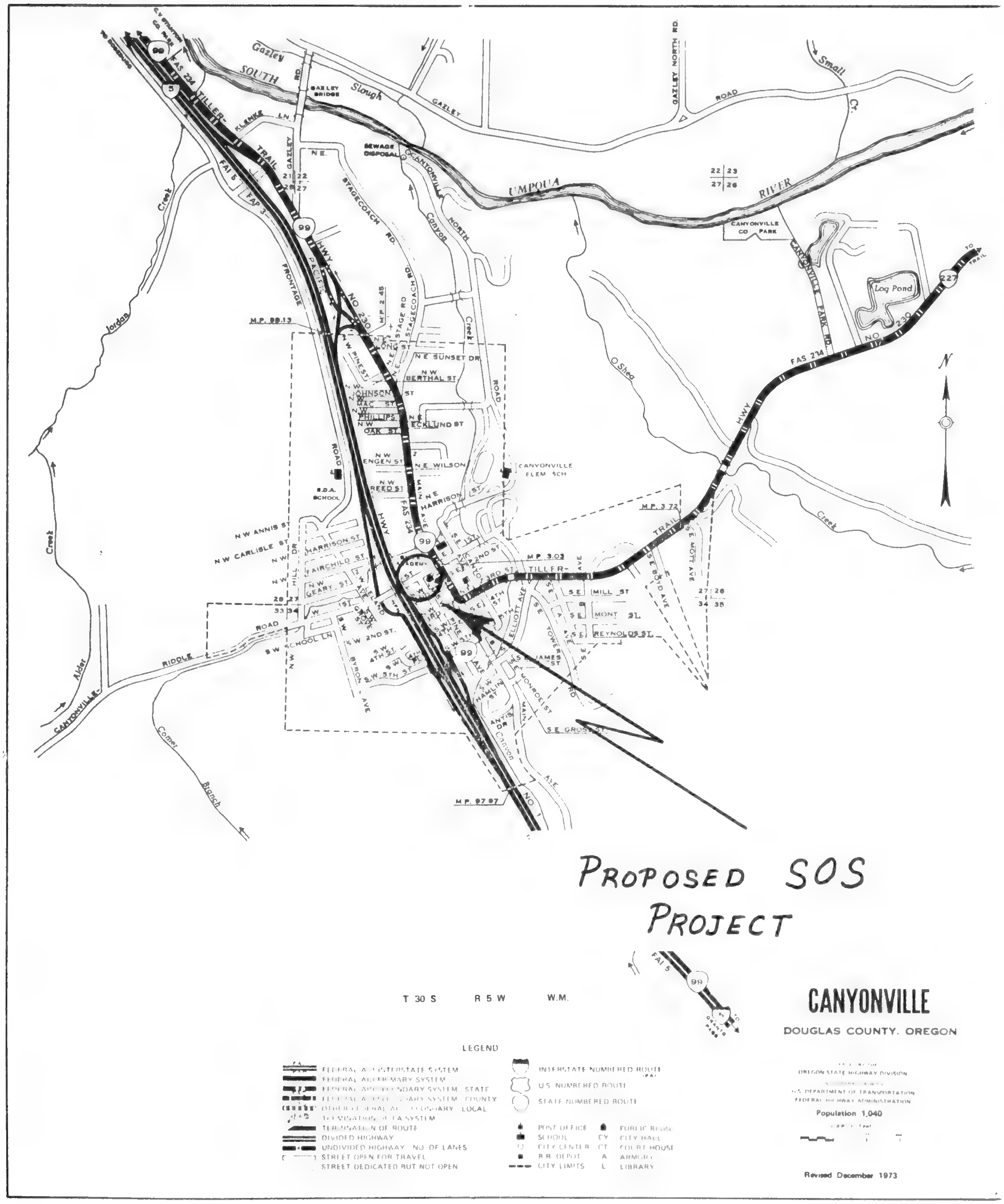
By ____

Glen

That is as much as I know how to fill out. if I can be of more help Don't Hesitate to call

CITY OF CANYONVILLE
P.O. BOX 765
CANYONVILLE, OREGON 97417


Existing Runway 60'
South
3.5'
4'
12'
11'
8'
North



CANYONVILLE
DOUGLAS COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 1,040
Revised December 1973
T 30 S
R 5 W
W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
UMPQUA RIVER
SOUTH
Gazley
Slough
GAZLEY ROAD
GAZLEY NORTH RD.
GAZLEY BRIDGE
Small Cr.
SEWAGE DISPOSAL
CANYONVILLE CO. PARK
CANYONVILLE PARK RD.
Log Pond
TILLER-TRAIL HWY
FAS 234
NO 230
227
TO TRAIL
FAI 5
FAP 3
99
PACIFIC HWY NO. 1
FRONTAGE ROAD
STAGECOACH RD.
Canyon Creek
NORTH ROAD
KLENKE LN.
Jordan Creek
Alder Creek
Comer Branch
O'Shea Creek
CANYONVILLE-RIDDLE ROAD
M.P. 99.13
M.P. 2.45
M.P. 3.03
M.P. 3.72
M.P. 97.87
NE SUNSET DR.
NW BERTHAL ST.
NW JOHNSON ST.
NW MAC ST.
NW PHILLIPS ST.
NE ECKLUND ST.
NW OAK ST.
NW ENGEN ST.
NE WILSON
NW REED ST.
NE HARRISON ST.
NW ANNIS ST.
NW CARLISLE ST.
NW HARRISON ST.
NW FAIRCHILD ST.
NW GEARY ST.
NW HILL DR.
SW SCHOOL LN.
SW 2ND ST.
SW 4TH ST.
SW 5TH ST.
BYRON AVE.
S.D.A. SCHOOL
CANYONVILLE ELEM. SCH.
SE 1ST
SE 2ND ST.
3RD ST.
SE MILL ST.
SE MONT ST.
SE REYNOLDS ST.
SE JAMES ST.
SE MONROE ST.
SE GROSS ST.
SE 3RD AVE.
SE MOTT AVE.
ELLIOTT AVE.
HAMLIN ST.
ANTIS DR.
MAIN ST.
TOWER ST.
21 22
28 27
22 23
27 26
27 26
34 35
28 27
33 34
TO GRANTS PASS

PROPOSED SOS
PROJECT

1980 Fossil Cr.-Bone Cr. Sec. 9235
of the John Day Hwy.
(Grad., paving and culverts)

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Public Lands Funds

Date: August 4, 1982

Reply to Attn. of: HAM.1-OR/116.1

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Based on our 8-3-82 conversation with Mr. D. E. Swan, we are advising our Regional Office via copy of this memorandum to reduce Oregon's allotment of Public Lands funds as follows:

FLH 9(1) Fossil Creek-Bone Creek	$ 70,351.56
FLH 4(10) Beede Reservoir-Drinkwater Pass	514,269.00
	$ 584,620.56

for Dale E. Wilken

cc:
Region 10 (Tom Werner, HAD-010)

NOTED
W. E. SCHWARTZ

RECEIVED
STAT.. HWY ENGR
AUG 4 '82
REFER TO Bothman - Swan
FOR
Info Inves R/D D R Sign [✓ Act] File

If approp.
WES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO
CON

DATE: July 6, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Fossil Creek-Bone Creek Section
John Day Hwy., Grant County
Contract No. 9235

The final costs for this completed project reveal that the authorized amount has been exceeded by $25,923.10 or 6.2 percent.

While there were quantity overruns in the general excavation, trench excavation and the emulsified asphalt items, the main cause for the overrun of the project authorization was project engineering. This item exceeded the anticipated cost by $29,263.41 due primarily to the distance to the project from the crew headquarters requiring per diem for the field crew during most of the construction.

Another factor for the high engineering cost is that there were few construction projects in the Burns area at the time. The project was therefore charged a higher than usual proportion of fixed overhead costs. The Burns engineering crew has since been disbanded due to this shortage of work.

There are sufficient funds available in this category of work and all but $5,349 of the increased project cost is eligible for federal participation.

I recommend that the project authorization be increased by $25,923.10 to a new total of $441,434.06. This matter will be on the consent calendar for the July 14 meeting.

OBJ:st

bc Fred D. Miller
R. W. Gormsen
George Bell
Robert N. Bothman
W. E. Schwartz
C. T. Keasey
V. E. Skoog
R. D. Hector

L

1859

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz, P.E.
Asst. State Highway Engineer

DATE: July 1, 1982

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Fossil Creek-Bone Creek Section
John Day Hwy., Grant County
Contract No. 9235

The final costs for this completed project reveal that the authorized amount has been exceeded by $25,923.10 or 6.2 percent.

While there were quantity overruns in the general excavation, trench excavation and the emulsified asphalt items, the main cause for the overrun of the project authorization was project engineering. This item exceeded the anticipated cost by $29,263.41 due primarily to the distance to the project from the crew headquarters requiring per diem for the field crew during most of the construction.

Another factor for the high engineering cost is that there were few construction projects in the Burns area at the time. The project was therefore charged a higher than usual proportion of fixed overhead costs. The Burns engineering crew has since been disbanded due to this shortage of work.

There are sufficient funds available in this category of work and all but $5,349 of the increased project cost is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $25,923.10. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: Bob Hector
Barry Hatcher
Robert Church
D. E. Swan

RECEIVED
STATE HWY ENGR
1 '82
REFER TO
FOR
Info Inves R/D D R Sign Act File

STATE COPY

cy: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Grant	DIVISION Oregon
DATE OF REPORT 2-19-82	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. FLH-9(1)
COMPLETION DATE 6-1-81	ACCEPTANCE DATE BY CONTRACT AGENCY 9-15-81	TIME ELAPSED 100 %	CONTRACT TIME 180 calendar days
APPROVED EXTENSIONS None	LOCATION Approximately 4.1 miles southerly of the town of Kimberly, Grant County, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FOSSIL CREEK - BONE CREEK SECTION
JOHN DAY HIGHWAY
Grading, Paving and Culverts

This project provided for the reconstruction of this 0.70 mile section of the John Day Highway.

The final contract amount for the original contract items was $369,200.88 or a 1.8 percent overrun of the contract bid amount. The contract bid amount was $362,783.00. The final cost of the project, including all engineering and changes, was $440,737.07.

All participating work on the project has been completed.

The project has been signed and striped.

A final inspection of the completed work was made on May 13, 1981.

RECEIVED
STAT HWY ENGR
FEB 25 '82
REFER TO
FOR
Info [illegible] R/D [illegible] [illegible] [illegible] File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE David B. Carter	SIGNATURE Original Signed By Operations G. K. Hossner
TITLE Area Engineer DATE	TITLE Field Operations Engineer DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

92 3

US Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Public Lands Program - FY 1982

Date: January 11, 1982

From: Division Administrator

Reply to Attn of: HAM-CR/710.16

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

#7235

Fiscal year 1982 Public Lands funds in the amount of $1.9 million have been allocated to Oregon for the Beede Reservoir - Drinkwater Pass project in Harney County. This allocation is to be combined with the approved transfer of FY 1981 Public Lands funds of $1.5 million as requested by your July 10, 1981 letter. These funds must be obligated by the end of FY 1983 at which time any unobligated balance is subject to withdrawal.

Your November 5, 1981 request to transfer funds released by final vouchers from projects FLH-3(22) and FLH - 9(1) has not been approved. Action will be taken to return the unobligated balances to the Washington Office.

For Dale E. Wilken

cc:
MHD (P F Swan)

RECEIVED

November 5, 1981

PRO 6

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

/s/ D. H. Moehring
FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Public Lands Highway Funds

Oregon has a current allocation of $1.5 million in Public Lands Highway Funds. Our July 10, 1981 letter requested your approval to transfer this allocation to the Reede Reservoir-Drinkwater Pass project on the Central Oregon Highway. This is considerably less than what we requested August 19, 1980. The project does not lend itself to be shortened and a renewed application for an additional $1.28 million in Public Lands Highway Funds was made on July 2, 1981.

The Jackson Cr. Rd.-Hot Springs Rd. Section on the I.O.N. Highway, Project No. FLH-3(22), will release $112,244.16 by final voucher.

The Fossil Cr.-Cone Cr. Project on the John Day Highway, Project No. FLH-2(1) will soon be ready for final voucher and should release approximately $50,000.

Considering the impact of inflation in Highway Construction Costs, the funds that could be realized from the 2 projects would not equal the loss in purchasing power of the $1.5 million currently allocated to Oregon.

I request that the funds released by final voucher on these 2 projects be allocated to the Reede Reservoir-Drinkwater Pass project on the Central Oregon Highway.

DES:nf

cc: D. H. Moehring
E. S. Hunter
D. D. Allen

ROAD DESIGN SECTION 378-6558 DES 16

R. D. Hector November 3, 1981
Region Construction Engineer

W. H. Wakerlig ORIGINAL SIGNED BY W. H. WAKERLIG
Right of Way Descriptions Supervisor

Fossil Creek-Bone Creek Section
John Day Highway
Grant County

✓ Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 10 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

I am returning the reproducible map and correspondence relative to filing of a survey on the subject section.

Per our telephone coversation it seems appropriate that the survey be withdrawn inasmuch as the right-of-way is merely an easement from the U.S. Government as opposed to constituting a "property or land line" as defined in the attached copy of ORS 209.250.

WHW:lr
Attachments

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9235	Fossil Cr.-Bone Cr. Grant County	Sept. 15, 1981
Plumley Rock Crushing, Inc. No. 9299	Chiloquin Rock Prod. Klamath County	Sept. 15, 1981
Supervision, Inc. & Workman Const. Co. No. 9090	Thomas Creek (Devaney) Bridge Linn County	Sept. 17, 1981
Wildish Corvallis Const. Co. No. 8977	Grand Ronde (M.P. 20.0 - 21.7) Polk County	Sept. 22, 1981
R. L. Coats No. 8950	Bend S.C.L.-Murphy Rd. Deschutes County	Sept. 28, 1981

October 7, 1981 O. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

9235

September 18, 1981

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, WA 98401

CON 5
#9235

Gentlemen:

Contract No. 9235 awarded to J. C. Compton Company for work on the Fossil Creek-Bone Creek Section of the John Day Highway in Grant County was completed on August 5, 1981, and accepted by the State Highway Division on September 15, 1981.

Final payment in the amount of $2,500 will be released to the contractor after September 23, 1981. The total contract amount is $377,935.77 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc
J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

9235

L

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: September 17, 1981

FROM: C. T. Keasey
Assistant State Highway Engineer

Keasey

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of 9-15-81

Contract	9235, On Site Work Completed 6-1-81 All Work Completed 8-5-81
Project	Fossil Creek-Bone Creek
Highway	John Day
County	Grant
Type of Work	Grading, Paving & Culverts
Contractor	J. C. Compton Company

RDC:bk

cc: H. S. Coulter ✓
Walter Hart
R. D. Church

[illegible]

CON 5

DATE: August 25, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FLH-9(1)

Contract 9235, Work Completed June 1, 1981

Project Fossil Creek-Bone Creek

Highway John Day

County Grant

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ____________________

Dale E. Wilken
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
W. E. Schwartz
R. D. Church

5

ROAD DESIGN SECTION 378-6558

August 17, 1981

Barry Hatcher
Resident Engineer

W. E. Cole
Design Engineer Supervisor

Fossil Creek-Bone Creek Section
John Day Highway
Grant County
(Contract No. 9235)

This letter acknowledges receipt of your narrative report on the subject project.

The channel change excavation should have been classed as Ditch Excavation or excepted out in the Special Provisions as General Excavation. When a flared terminal end of guard rail is buried, a Type I anchor is the proper one to use (see standard drawing number 2126B).

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ls

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION Fossil Creek-Bone Creek	WEEK ENDING August 1, 1981
		SECTION PREFIX 1[illegible]-1057
	HIGHWAY John Day	COUNTY Grant
	KIND OF WORK Grading, Paving and Culverts	
CONTRACTOR J. C. Compton Co.	CONTRACT NUMBER 9235	FEDERAL AID PROJECT NUMBER FLH-9 (1)
DATE OF CONTRACT December 24, 1930	DATE WORK STARTED January 20, 1981	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN 0 SUPERVISION 0	SPECIFIED CALENDAR DAYS work 180	CALENDAR DAYS USED work 93
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 52
PROJECT AUTHORIZATION $415,560.96		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 10[illegible]
EXCLUSIVE OF ENGINEERING: $382,608.99	ENGINEERING AUTHORIZATION $32,951.97	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $381,607.81	ENGINEERING COST TO DATE $50,421.00	DATE PROJECT WAS COMPLETED [illegible]ay [illegible], 1981
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 4 %	PERCENT OF AUTHORIZATION 15[illegible] %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	10[illegible]	1[illegible]	1[illegible]	10[illegible]	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	16,[illegible] cy	1[illegible],[illegible]			2,[illegible] t
TOTAL QUANTITIES CORRECTED TO DATE	1[illegible],247 cy	11,[illegible]6 t			2,278 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1[illegible],[illegible] cy	11,[illegible]6 t			2,27[illegible] t
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sunny			K
MONDAY	" "			[illegible]IVED
TUESDAY	" "			AUG 8 1981
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No work
MONDAY 27	No work
TUESDAY 28	No work
WEDNESDAY 29	No work
THURSDAY 30	No work
FRIDAY 31	No work
SATURDAY 1	No work

REMARKS

[illegible] semi-[illegible] [illegible]. Submitted [illegible] Regional Engineer for approval.

FINAL [illegible]

SIGNED B. N. Hatcher LOCATION [illegible]

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F-216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO
CON

DATE: July 6, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Fossil Creek-Bone Creek Section
John Day Hwy., Grant County
Contract No. 9235

The final costs for this completed project reveal that the authorized amount has been exceeded by $25,923.10 or 6.2 percent.

While there were quantity overruns in the general excavation, trench excavation and the emulsified asphalt items, the main cause for the overrun of the project authorization was project engineering. This item exceeded the anticipated cost by $29,263.41 due primarily to the distance to the project from the crew headquarters requiring per diem for the field crew during most of the construction.

Another factor for the high engineering cost is that there were few construction projects in the Burns area at the time. The project was therefore charged a higher than usual proportion of fixed overhead costs. The Burns engineering crew has since been disbanded due to this shortage of work.

There are sufficient funds available in this category of work and all but $5,449 of the increased project cost is eligible for federal participation.

I recommend that the project authorization be increased by $25,923.10 to a new total of $441,134.06. This matter will be on the consent calendar for the July 14 meeting.

OBJ:st

bc Fred D. Miller
R. W. Gormsen
George Bell
Robert N. Bothman
W. E. Schwartz
C. T. Keasey
V. E. Skoog
R. D. Hector

Form 734-3123

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-9(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Grant
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10002
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/30/81	8. FEDERAL ROUTE NUMBER Primary 6	9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:
Fossil Creek - Bone Creek

11. GENERAL DESCRIPTION OF WORK
Furnish and install permanent signing at each end of project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/30/81 as requested in Mr. Keasey's letter of 5/5/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $250 Federal Funds.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
MAY 21'81
REFER TO

14. DATE 5/18/81	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE COPY

State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Grant	DIVISION Oregon

DATE OF INSPECTION 4-2-81	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. FLH-9(1)

IN COMPANY WITH B. Hatcher, Resident Engineer, B. Hector, Region 5 Construction Engineer, OSHD

LOCATION
Approximately 4.1 miles southerly of the town of Kimberly, Grant County, Oregon

RECEIVED
STATE HWY ENGR
APR 21 '81
REFER TO
FOR
Info Inv R/D D/R Sig Act File

CONTRACTOR NAME AND ADDRESS
J. C. Compton Co., P.O. Box 86, McMinnville, Oregon 97128

AWARD DATE 12-23-80	CONTRACT AMOUNT $362,783.	TIME ALLOWED 180 C.W.D.	TIME STARTED 3-1-81	WORK STARTED 1-20-81
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 18	WORK COMPLETED 69	

REMARKS

FOSSIL CREEK-BONE CREEK SECTION
JOHN DAY HIGHWAY
Grading, Paving & Culverts

This project provides for the reconstruction of this 0.70 mile section of the John Day Highway.

Work Completed
The grading is essentially complete with only cleanup and incidental grading left to be accomplished. Approximately 90 percent of the base course has been placed.

Work in Progress
The contractor was placing and finishing the base course near the south end of the project. Cleanup work was being done at various locations throughout the project. The outlet channel for the 11'5"x7'3" structural place pipe arch at Station 100+16 was being excavated.

General Comments
It appears that the contractor may not have produced enough base aggregates to complete the project. The contractor is presently investigating other possible sources. Due to the remote location of the project, additional aggregate may be difficult to find locally in sufficient quantity and quality to complete the work.

(continued)

Form FHWA 1446 (12-73) Formerly PR-33A   Previous Editions of PR-33A will Not Be Used.

Discussion with the Resident Engineer indicates that no particular problems were encountered during production of the aggregates to be used on the project. Acceptance records for these materials are at the Resident Engineer's Office in Burns and will be reviewed at a later date.

Upon completion of the base course, paving will commence as weather permits. An open graded emulsified asphalt concrete will be used on this project.

Seeding and mulching will be accomplished during the next several weeks.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FLH-9(1)

STATE PROJECT NO. See below

COUNTY NAME Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 10002

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 10 '81
REFER TO Manning
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 20 [illegible]

DATE PS&E APPROVED 9/12/80

DATE AUTHORIZATION EFFECTIVE 1/27/81

FEDERAL ROUTE NUMBER Primary 6

STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

Fossil Creek - Bone Creek

GENERAL DESCRIPTION OF WORK:

Deliver state owned laboratory trailer to jobsite and return to Burns at completion of project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1/27/81, as requested in Mr. Keasey's letter of 1/29/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $376 Federal Funds.

(The above authorization does not require an additional obligation of funds.)

DATE 2/5/81

SIGNATURE OF APPROVING OFFICIAL H. K. [illegible]

TITLE for Acting Division Administrator

FORM PR-1 [illegible] ES OF FORM PR-1240 (REV. 6-68)

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2 9	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Grant Project No. FLH-9 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 19, 4.3 mi. S of Kimberly, S. 0.70 mi.
(Fossil Cr. - Bone Cr.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-12-80	0.702

OTHER *(Specify)*

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 506,000.00	FEDERAL FUNDS $ 506,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations or other commercial establishments for serving motor vehicle users to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon December 26, 1980

Federal Aid Project
No. FLH-9 (1)

Fossil Creek - Bone Creek Section
John Day Highway
Grant County

Project Agreement Estimate

Type Code 5251
Roadway (Sta. 95+95.56 to Sta. 132+60.36)

Mobilization		All Required	$ 36,000.00
Temporary Protection & Direction of Traffic		All Required	5,000.00
Temporary Signs	256 sq. ft.	4.00	1,024.00
Temporary Barricades	4 Each	100.00	400.00
Flagmen	600 Hour	24.00	14,400.00
Clearing and Grubbing		All Required	17,200.00
Removal of Structures & Obstructions		All Required	7,000.00
Ditch Excavation	85 cu. yd.	7.00	595.00
General Excavation	16,945 cu. yd.	2.00	33,890.00
Trench Excavation	415 cu. yd.	7.00	2,905.00
Finishing Roadbed & Slopes		All Required	1,000.00
Watering	400 M-Gal	4.00	1,600.00
Course Aggregate Base	9,400 Ton	8.20	77,080.00
3/4"-0 Aggregate Base	1,350 Ton	11.20	15,120.00
Emulsified Asphalt Concrete Mixture	2,200 Ton	15.40	33,880.00
Emulsified Asphalt in Mixture	132 Ton	182.50	24,090.00
Aggregate in Sand Choke Seal	140 Ton	29.00	4,060.00
1/4"-#10 Aggregate in Chip Seal	150 Ton	47.40	7,110.00
Emulsified Asphalt in Chip Seal	15 Ton	200.00	3,000.00
11'-5" x 7'-3" Structural Plate Pipe Arch	96 lin. ft.	235.00	22,560.00
78 - inch Arch Type Pipe	94 lin. ft.	130.00	12,220.00
18 - inch Culvert Pipe	174 lin. ft.	26.00	4,524.00
Guard Rail, Type 2A	1,025 lin. ft.	11.00	11,275.00
Guard Rail Anchors, Type 1	8 Each	300.00	2,400.00
Rail End Pieces, Type C	5 Each	100.00	500.00
Adjust Guard Rail	400 lin. ft.	3.00	1,200.00
Type 1, Fence	6,200 lin. ft.	1.60	9,920.00
Loose Riprap, Class 700	178 cu. yd.	30.00	5,340.00
Filter Blanket	27 cu. yd.	20.00	540.00
Delineators	54 Each	25.00	1,350.00
Roadside Seeding & Mulching	4 Acre	1,400.00	5,600.00
			$ 362,783.00

Anticipated Items		
Permanent Pavement Stripping	All Required	$ 1,000.00
Temporary Pavement Stripping	All Required	500.00
		$ 1,500.00
Subtotal		$ 364,283.00
Engineering		49,178.00
Total		$ 413,461.00

Length of Roadway - - - - - - - - - - - - - 0.702 mi.
Cost of Roadway Per Mile $588,975.78

Work Retained in Program		
Permanent Signing	All Required	$ 250.00
Guard Rail Anchor Adjustment	All Required	1,400.00
Guard Rail Posts	All Required	200.00

Federal Funds 100%	$ 413,461
Reserve Funds	92,539
Total (Project Authorization)	$ 506,000

Group 1 100%
Contract No. 9235
Prefix - 12-1421
Prefix - 12-1057

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/19/80
Donald L Rout

Dec 18
~~Oct 23,~~
~~August 28,~~ 1980 Bid Letting ____________ All Clear Deadline

SECTION Fossil Creek-Bone Creek
Highway John Day Highway
County Grant Region 4
Type of Work G-P-Str. Funds FLH
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Statewide Noise

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	
Write-off Letter	☒					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands		☒			☒	
D.O.G.M.I.		☒			☒	Clear - No Permit Req'd
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:

	Not Required	Required	Mitigation Required	
Cultural Survey		☒		
Cultural Salvage	☒			

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		☒				

1326

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. F[illegible]H-9(1) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO. ITEM NO. 10002	COUNTY NAME Grant PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
SEP 25 '80
REFER TO
Moehring
FOR

9-25
orig

DATE PS&E APPROVED 9/12/80	DATE AUTHORIZATION EFFECTIVE 9/12/80	FEDERAL ROUTE NUMBER Primary 6 STATE ROUTE NUMBER Primary 5

GENERAL LOCATION:

Fossil Creek - Bone Creek Section

GENERAL DESCRIPTION OF WORK:

Grade, drain and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping
S.F. $1,000
Temporary Pavement Striping
S.F. $500

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/10/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $506,000 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

DATE 9/12/80	SIGNATURE OF APPROVING OFFICIAL G K Hassner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ GOVERNMENT PRINTING OFFICE : 1975 631-455

5

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: August 20, 1980

BR 241B

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Bone Creek Bridge, No. 241B
Rose Cr.-Bone Cr. Section
John Day Highway
Grants County

The Bone Creek Bridge in the subject section can be overlayed with two inches of new AC wearing surface providing the total depth of existing and new wearing surface does not exceed four inches.

JEB:dh

cc W. E. Schwartz
George Hopkins
Jack Sullivan

REFERRED TO
Board
BY FINAL DESIGN ENGINEER

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: July 11, 1980

DES 23
Br 16493

FROM: L. L. Wallace
Asst. Bridge Engineer

L. L. Wallace

SUBJECT: Rose Creek Structure
Bone Cr.-Fossil Cr. Section
John Day Highway
Grant County
Bridge 16493

We have discussed the following alternates with District Engineer Harry Oswald.

1. 10' x 7' RCBC @ $51,900

2. 11'-5" x 7'-3" Pipe Arch @ $43,500

3. 44' long bridge @ $77,900

Costs include grading and structures with nine percent mobilization and 20 percent E and C.

He said they would accept any of the alternates and as the pipe arch is the lowest cost, he would recommend that we use that alternate.

TGT:dh

cc W. E. Schwartz

REFERRED TO
Beard ____ Stoudenmeyer ____
✓ Cole TEL ____ Mann ____
Eriksen ____ Watson ____
Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Proceed with Pipe Arch Alternate
DOC

ROAD DESIGN 378-6271

J. B. Boyd
Manager, Right of Way

W. H. Wakerlig
R/W Descriptions Engineer

Rose Creek-Bone Creek Section
John Day Highway
Grant County
File 50292

ATTN: Marjorie McDonald

June 23, 1980

Enclosed is map 1R-3-1472 for the subject project which was previously titled Fossil Creek-Bone Creek Section.

Please obtain the necessary signatures on this document and return it to this office for further processing.

WHW:cj
Attachment
cc: W. E. Schwartz, Region Engineer

RECEIVED
ROAD DESIGN
SECTION

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8
LOC 11 #5

TO: FILE

DATE: June 19, 1980

copy
copy

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Bone Creek ~~Fossil~~ Rose Creek Section
John Day Highway
Grant County

The proposed project will replace the existing 19-foot long frame trestle structure across Fossil Creek and the existing 60-inch CMP at Rose Creek. Both structures will be located on a new alignment slightly upstream of the existing alignment.

Fossil Creek, M.P. 109.6

Fossil Creek is an east-west tributary of the John Day River and drains an area of approximately 0.23 square miles above the proposed crossing. Since this area is subject to flash floods caused by summer thunderstorms, it was decided the crossing should be designed to convey a flash flood to minimize damage to the highway. Listed below are the estimated discharges for a high flash flood and an average flash flood.

Average Flash Flood . . .	120 cfs
High Flash Flood	200 cfs

It is suggested that the existing structure be replaced with a 7'-3" X 5'-3" pipe-arch with mitered ends. The pipe-arch will flow full at the inlet (inlet control) during a high flash flood of 200 cfs. The headwater depth during the average flash flood of 120 cfs would be 3.6 feet.

An alternate to the pipe-arch is a 7-foot diameter circular pipe with mitered ends. The headwater depth during a high flash flood would be 5.5 feet; during the average flash flood it would be 4.1 feet.

For both alternates it is suggested the highway embankment slopes be protected with a three-foot blanket of Class 700 loose riprap at the inlet of the culvert. It is also suggested that a 10-foot length of the stream channel be lined with a three-foot blanket of Class 700 loose riprap at the inlet and outlet of the culvert. A nine-inch thick filter blanket will be required.

Rose Creek, M.P. 109.5

Rose Creek is an east-west tributary of the John Day River and drains an area of approximately 0.48 square miles above the proposed crossing.

Contains Recycled

As with Fossil Creek, Rose Creek is also subject to flash floods from summer thunderstorms. Rose Creek is probably subject to more thunderstorms than Fossil Creek since it drains much higher elevations. Listed below are estimated peak discharges for a high flash flood and an average flash flood.

Average Flash Flood . . . 190 cfs
High Flash Flood . . . . 330 cfs

During the July 2, 1978 flash flood, several feet of debris consisting of mud, rock and sticks were deposited immediately upstream of the existing culvert. This happened because a backwater pool formed upstream of the existing culvert which reduced the stream velocity. As the stream velocity decreased, the bedload was deposited.

The design criteria for the new structure was that the approach velocity of the stream be maintained through through the structure to prevent the creation of backwater and the accompanying bedload deposition immediately upstream. Listed below are two alternates which satisfy this criteria.

Structure Size	Headwater Depth During Average Flash Flood	Headwater Depth During High Flash Flood
10' X 7' RCBC	2.2	3.2
11'-5" X 7'-3" pipe-arch with mitered ends	2.5	3.4

Both alternates will require channel excavation to allow placement of the drainage structure. It is suggested that a constant channel grade be maintained from upstream of the structure down to the John Day River as shown on the attached sketch. Maintaining a constant grade will maintain a constant velocity which should pass any debris on through the structure and prevent the deposition of material upstream and downstream of the strucutre. From photographs of the most recent flash flood, it appears that the suggested structure sizes are large enough to pass the debris which may reach the structure. It is suggested that the stream channel be excavated to a trapezoidal section with an eight-foot bottom and 1 1/2:1 side slopes for the proposed 11.8% channel slope.

In lieu of the above mentioned alternates, a bridge which spans the suggested channel size is also suggested. Estimated highwater depth during an average flash flood of 190 cfs is 1.6 feet and during the high flash flood of 330 cfs, the estimated highwater depth is 2.2 feet.

Suggested riprap protection for the bridge alternate would be to line the channel through the structure with a three-foot blanket of Class 700 loose riprap. For the pipe-arch alternate it is suggested that the highway embankment slopes be protected at the inlet end with a three-foot blanket of Class 700 loose riprap. It is also suggested that a 10-foot length of the stream channel be lined with a three-foot blanket of Class 700 loose riprap at both the inlet and outlet. No riprap protection is required for the box culvert alternate. A nine-inch thick filter blanket will be required for the riprap.

DWB:ge

Attachment

cc:	Frank Terpin	w/att.
	Walt Hart	"
	Jack Davis	"
	D. Christensen	"
	W. E. Schwartz	"
	Harry Oswald	"

HYDRAULIC DATA

	AVE. FLASH FLOOD	HIGH FLASH FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	120	200	
Discharge - m³/s			
Frequency - yrs.	N.A.	N.A.	
H.W. Depth Natural Channel ft.	3.6	5.2	
H.W. Depth Natural Channel m.			
H.W. Depth Channel Change ft.	—	—	
H.W. Depth Channel Change m.			
Average Velocity - fps	12.2	14.3	
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 7'-3" X 5'-3" pipe-arch alternate

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Fossil Creek
John Day Highway, M.P. 109.6
Grant County

COMPILED BY:

DATE:

HYDRAULIC DATA

	AVE. FLASH FLOOD	HIGH FLASH FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	120	200	
Discharge - m^3/s			
Frequency - yrs.	N.A.	N.A.	
H.W. Depth Natural Channel ft.	4.1	5.5	
H.W. Depth Natural Channel m.			
H.W. Depth Channel Change ft.	—	—	
H.W. Depth Channel Change m.			
Average Velocity fps	12.8	14.6	
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 7'-0" diameter circular pipe alternate

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Fossil Creek
John Day Highway, M.P. 109.6
Grant County

COMPILED BY:

DATE:

HYDRAULIC DATA

	AVE. FLASH FLOOD	HIGH FLASH FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	190	330	
Discharge - m^3/s			
Frequency - yrs.	N.A.	N.A.	
H.W. Depth Natural Channel ft.	—	—	
H.W. Depth Natural Channel m.			
H.W. Depth Channel Change ft.	2.5	3.4	
H.W. Depth Channel Change m.			
Average Velocity - fps	15.7	18.2	
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 11'-5" x 7'-3" pipe-arch alternate

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Rose Creek
John Day Highway, M.P. 100.5
Grant County

COMPILED BY:
DATE:

HYDRAULIC DATA

	AVE. FLASH FLOOD	HIGH FLASH FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge – cfs	190	330	
Discharge – m³/s			
Frequency – yrs.	N.A.	N.A.	
H.W. Depth Natural Channel – ft.	—	—	
H.W. Depth Natural Channel – m.			
H.W. Depth Channel Change – ft.	2.2	3.2	
H.W. Depth Channel Change – m.			
Average Velocity – fps	20.3	22.3	
Average Velocity – mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 10' x 7' RCBC alternate

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Rose Creek
John Day Highway, M.P. 109.5
Grant County

COMPILED BY: [illegible]

DATE:

HYDRAULIC DATA

	AVE. FLASH FLOOD	HIGH FLASH FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	190	330	
Discharge - m³/s			
Frequency - yrs.	N.A.	N.A.	
H.W. Depth Natural Channel - ft.	—	—	
H.W. Depth Natural Channel - m.			
H.W. Depth Channel Change - ft.	1.6	2.2	
H.W. Depth Channel Change - m.			
Average Velocity - fps	11.5	13.6	
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

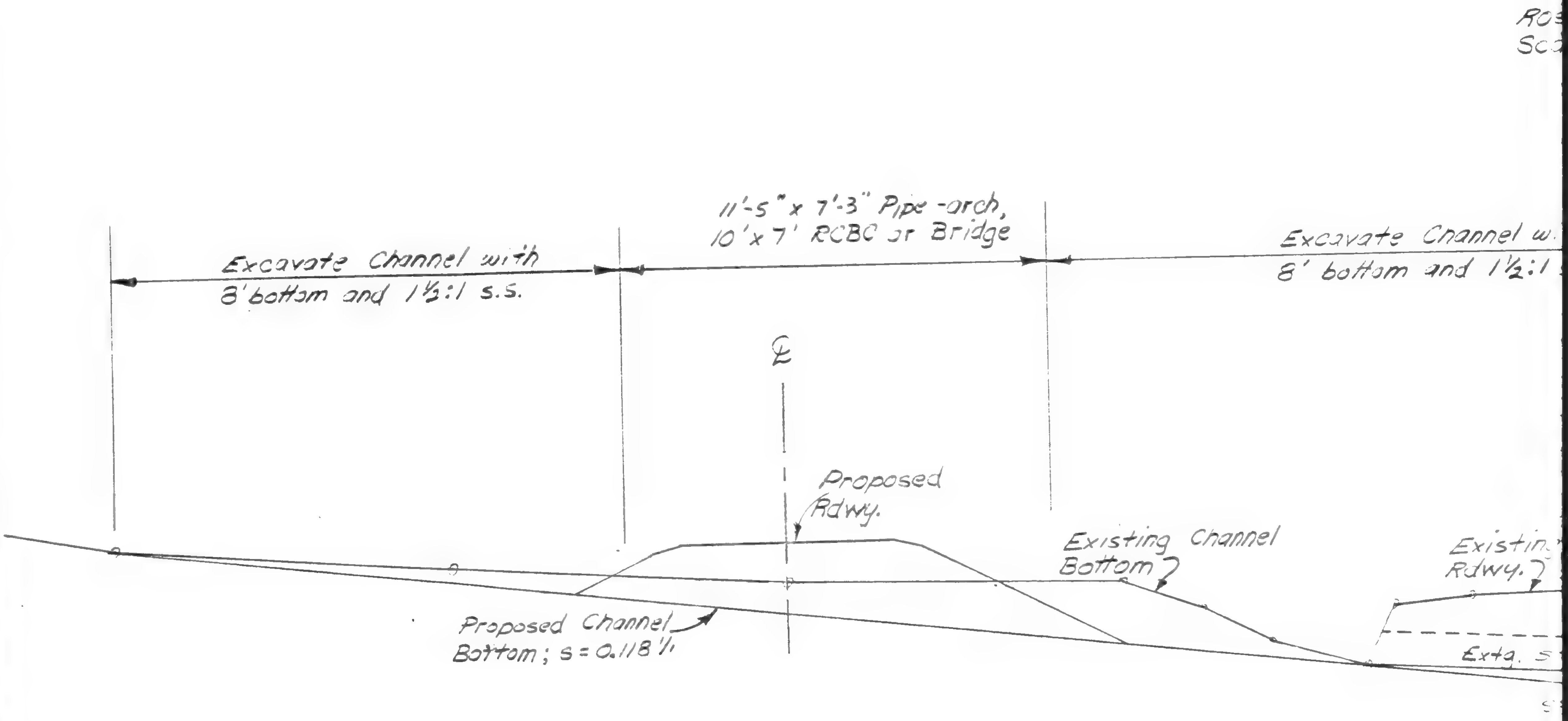
REMARKS: Bridge alternate

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

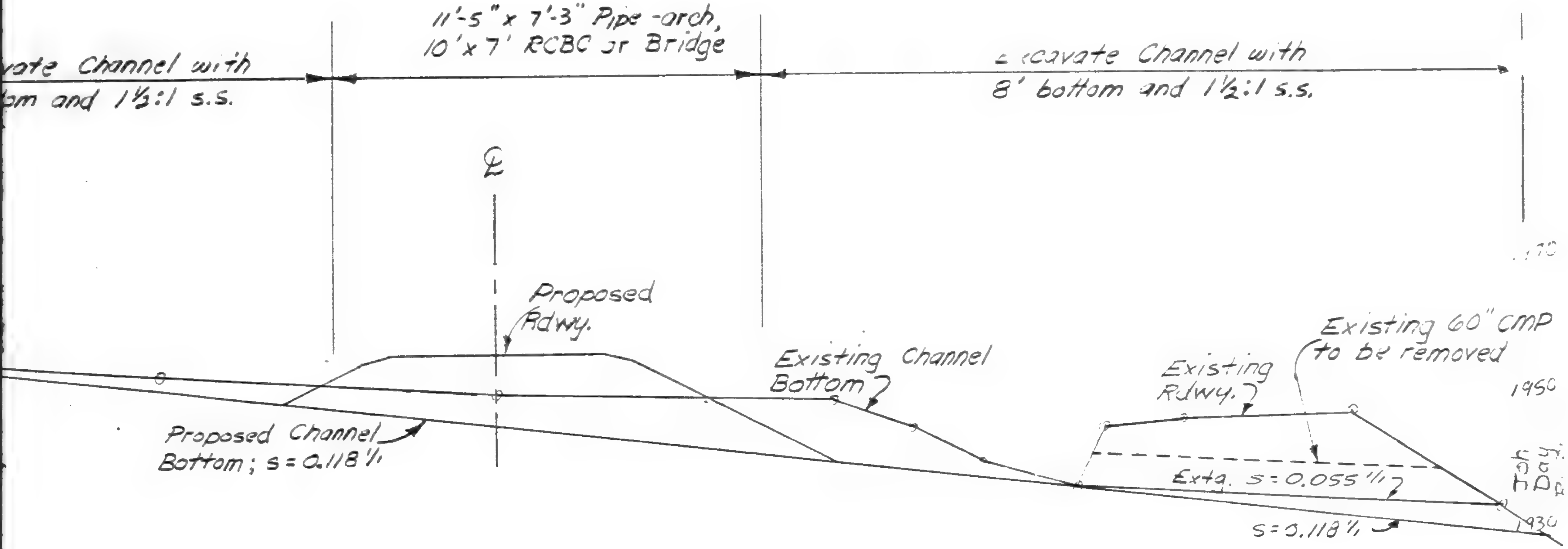
Rose Creek
John Day Highway, M.P. 109.5
Grant County

COMPILED BY: Dave Bryson

DATE: June 19, 1980


RO
Sc
11'-5" x 7'-3" Pipe-arch,
10' x 7' RCBC or Bridge
Excavate Channel with
8' bottom and 1½:1 s.s.
Excavate Channel w
8' bottom and 1½:1
℄
Proposed
Rdwy.
Existing Channel
Bottom
Existin
Rdwy.
Extg. S
Proposed Channel
Bottom; s = 0.118%

Rose Creek
Scale 1"=20'



vate Channel with
om and 1½:1 s.s.
11'-5" x 7'-3" Pipe-arch,
10'x7' RCBC or Bridge
Excavate Channel with
8' bottom and 1½:1 s.s.
℄
Proposed
Rdwy.
Existing Channel
Bottom
Existing
Rdwy.
Existing 60" CMP
to be removed
Proposed Channel
Bottom; s=0.118%
Extg. s=0.055%
s=0.118%
1950
1930

STATE OF OREGON

INTEROFFICE MEMO

5

HIGHWAY DIVISION
DEPT

378-6558
TELEPHONE

TO: MEMO TO THE FILES

DATE: 6/18/80

FROM: Dale K. Watson FINAL DESIGN

SUBJECT: Project Name Change

[illegible]
and
Circulate

TE73
Job
06

It has been necessary to change the name of this project

FROM Fossil Cr.-Bone Cr. Sec.
John Day Highway
Grant County

TO Rose Cr.-Bone Cr. Sec.
John Day Highway
Grant County

Scheduled Aug. 28, 1980

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
March 18, 1980

FROM: W. E. Schwartz
Region 5 Engineer

TO: Frank Terpin
Location Engineer

SALEM

SUBJECT: Location Prospectus
Fossil Creek-Bone Creek Section
John Day Highway
Grant County

NOTED
E. S. HUNTER

I have reviewed the location prospectus for subject project and believe that several of the multiple choice questions were answered incorrectly. I don't believe any of the incorrect answers materially affect anything but the answers should be corrected in the interest of accuracy.

1. Dept. of Geology and Mineral Industries - The answer was no. We question this. Don't we need a permit for all mining activities?

2. Soils Investigation - The answer was both yes and no. Seems like it should be one or the other, probably no in this case.

3. Old survey available - Answer was no but should be yes.

4. Requires Vicinity Map - Answer was no. If the new location is very far off the old location, a new vicinity map is probably required. Answer should be yes or maybe.

5. Requires Reconnaissance Survey - The answer was maybe but should be no.

One thing disturbs me under 5. Duration Times (months). Three months of active time is allocated to right-of-way acquisitions. It is my understanding that the land to be acquired is all public land, under the jurisdiction of the Bureau of Land Management. Three months seems too long to acquire one piece of property which will not be acquired in fee. This disturbs me because the project is scheduled to be let June 26.

These are my only comments on this prospectus. I do not believe a team #1 meeting should be required.

RECEIVED
TECHNICAL SERVICES
MAR [illegible] '80
REFER TO
FOR

WES/vt
cc: E. S. Hunter

TECHNICAL SERVICES BRANCH

PRO 6-3

February 20, 1980

Frank Terpin
Location Engineer

From: E. S. Hunter
Asst. State Highway Engineer

Subject: Allocation of Public Lands
Highway Funds FY 1980 - Oregon

7235

Attached is a copy of a letter from Glen Green authorizing the transfer of $1.5 million from the Beede Reservoir-Drinkwater Pass project (US 20) to the Jackson Creek-Hot Springs Road Section of the I.O.N. Highway and the Fossil Creek-Bone Creek Section of the John Day Highway.

I understand that both projects are in the Location office.

Please quickly review both projects and send them to the Design Section. I would like to have these under contract as early this spring as possible in order to take advantage of this year's construction season. This means that we should start any right-of-way negoiation immediately in order to clear the projects.

ESH:ja

Attach.

cc/enc. J. H. Versteeg
Duane Christensen
J. B. Boyd
Pat Schwartz

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TH OREGON DIVISION -SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Allocation of Public Lands Highway Funds FY 1980 - Oregon

Date: February 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn of: HAM-OR/710.16

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Your letter of January 29, 1980, signed by Mr. L. W. Rulien, requested approval to reallocate FY 1980 FLH funds in the amount of $1,500,000 for the Beede Reservoir-Drinkwater Pass project, U. S. 20 in Harney County, to alternative projects,

Based on the data submitted in your letter, reallocation of the FY 1980 FLH funds in the amount of $1,500,000 is approved for the following projects:

Jackson Creek-Hot Springs Road Section of the I.O.N. Highway - estimated cost: $994,000.

Fossil Creek-Bone Creek Section of the John Day Highway - estimated cost: $440,000.

Funds for the projects should be placed under contract as promptly as possible. The funding for physical construction which is not advanced by the end of FY 1981 is subject to withdrawal.

G. L. Green

cc:
Region 10 (HEX-010) w/app and Coulter ltr (1-29-80)

RECEIVED
TECHNICAL SERVICES
FEB 19 '80
REFER TO
FO

RECEIVED
STATE HWY ENG.
FEB 15 '80
REFER TO
FOR

cc Hunter
proceed on this basis
R Mosher - do in final 6 yr. prog

ACC 9

DATE: January 29, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Allocation of Public Lands Highway Funds
FY 1980 - Oregon
Your File: HAM OR/710.16

On November 27, 1979, you notified us of the approval of FLH Funding in the amount of $1,500,000 for the Beede Reservoir-Drinkwater Pass Project. We have since determined that this amount is not sufficient to provide for construction of the project for which we applied. We feel very strongly that this project needs to be constructed in its entirety as one job and we prefer to wait for future funding.

Your January 22, 1980, letter indicated there are no additional FLH Funds to allow this. Therefore, we request that the $1.5 million approved for Oregon be reallocated to provide funding to alternative projects of nearly equal priority. These projects are the Jackson Creek-Hot Springs Road Section of the I.O.N. Highway, and the Fossil Creek-Bone Creek Section of the John Day Highway. Corrected estimates of the cost of these two projects are $994,000 and $440,000, respectively, in FLH Funds. These two projects were the subject of our 1977 application for Public Lands Highway Funds. A copy of that part of the 1977 application that concerns these two projects, with estimates corrected, is attached. The Jackson Creek-Hot Springs Road is the northerly portion of the Jackson Creek-McDermitt project which you approved for FLH funds in 1977. The design of these two projects has been advanced and they can be brought to construction this year.

Your favorable consideration of this request is solicited.

DES:fc jh
bc: F. B. Klaboe
D. H. Moehring
E. S. Hunter

9235

L.

The Bone Creek Bridge was previously scheduled for letting with the Fossil Cr.-Bone Cr. Section, of the John Day Hwy., but because of the flash flooding that occurred in Eastern Oregon over the July 1 weekend, the bridge over Bone Creek was completely washed away and must be replaced before the Fossil Cr.-Bone Cr. section is awarded. Therefore it will be on the August 24 bid opening, along with two other structures.

SEE: MAI 26

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Fossil Creek-Bone Creek

DATE: March 29, 1977

The state has reviewed your project and reached the following conclusions:

4/4/77
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
W. E. Schwartz
Region 5
H. W. Oswald
Dist. 12
Aeronautics Div.
Paul Hartwig,
Parks
B. L. Gifford

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
APR 4'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7702 2 880

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
APR 4'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

PNRS STATE REVIEW

Project #: 7702 2 880   Due Date: MAR 25 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(x) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

Implimentation of this project should cause no significant impact on fish and wildlife resources providing construction is done when Bone and Fossil Creeks are dry. Excess soil should be kept out of the stream channel and any exposed areas subject to erosion be riprapped or vegetated.

Agency Fish & Wildlife   By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION
3-24-77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
MAR 04 1977
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7702 2 880 Due Date: MAR 25 1977

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( ) We have no comment.

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

PNRS STATE REVIEW

Project #: 7702 2 880 Due Date: MAR 25 1977

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- (✓) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

THE FOSSIL CREEK - ROWE CREEK SECTION OF THE JOHN DAY HIGHWAY HAS BEEN SURVEYED BY THE MUSEUM OF NATURAL HISTORY, U. of O., EUGENE. NO CULTURAL RESOURCES WERE IDENTIFIED WHICH WOULD BE IMPACTED BY THE PROJECT.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
MAR 4 1977
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7702 2 880 Due Date: MAR 25 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

7702 2 600

1. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Grant County's comprehensive plan and efforts to update the plan (i.e. the County's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #12 (Transportation)

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

3/15/77
cmg

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 24, 1977

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon Assoc. of Counties
116 S. Main, Room 15
Pendleton, OR 97801

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Fossil Creek-Bone Creek
Highway: John Day
County: Grant

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 28, 1977.

BLG:ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison

Region Engineer: W. E. Schwartz
District Engineer: H. W. Oswald
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] **APPLICANT** [45 Department of Transportation	46] **DIVISION** [79 State Highway Division		
03	12] **APPLICANT ADDRESS** STREET [45 DOT Building	46] **CITY** [60 Salem	76] **ZIP** [80 97310	
04	12] **CONTACT PERSON** [45 L. W. Rulien	46] **AREA CODE** [48 503	49] **PHONE** [55 378	56] **EXTENSION** [59 6563
01	12] **PROJECT TITLE** [71 Fossil Creek-Bone Creek			
11	12] **PROJECT LOCATION—CITY** John Day Hwy.	**PROJECT LOCATION—COUNTY** Grant	**PROJECT LOCATION** [79 SEC: -- T: 10S R: 26E	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project beginning at MP 109.4 to MP 110.20, 0.8 mile involves replacement [71

06 12] of two narrow frame trestle bridges at Fossil and Bone Creeks with realignment [71

07 12] and widening of the roadway to 32 feet. Overlay portions not affected by [71

08 12] realignment. (See attachment for additional information.) [71

09 12] [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	500,000	--	--	--	--	500,000

13	12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45	46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79
14	12] **FEDERAL PROGRAM TITLE** [71 Title 23 USC Highways	
15	12] **FEDERAL AGENCY NAME** [45 US Department of Transportation	46] **FEDERAL SUB-AGENCY NAME** [79 Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: Feb. 24, 1977	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	March	28	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Feb. 24, 1977

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
3 PROJECT

Non-Major
FLH-9(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 30, 1976
Section Spray-John Day River
Unit (if appl) Fossil Creek-Bone Creek
County Grant
City
Highway John Day (Route 19)
State Hwy. No. 5
Termini: M.P.(if appl) 109.40 - 110.20
Length 0.8
Region 5
Construction Estimate $500,000
Program Amount

B. Purpose of Project: (1) To correct the deficiencies of the aging and narrow frame trestle bridges at Fossil Creek and Bone Creek; and (2) to make the roadway safer and easier to travel. The existing highway does not meet AASHTO standards for horizontal alignment, roadbed width, lane width, and surface stability. The highway has an 18-foot oil macadam pavement and gravel shoulders that average 3 feet in width. The roadway is winding, and its surface is worn.

C. Origin & History of Project: Numerous delegations to the Transportation Commission have called attention to the problems of the John Day Highway. In 1973, the East Central Oregon Association of Counties identified the Spray-Humphrey Ranch Section as a priority area for improvement.

The Highway Division planned to improve the project section as part of another proposed project, Spray-John Day River. However, funds were not available to build all units of the Spray-John Day River project. To remedy at least some of the deficiencies of this highway, the Highway Division now intends to request Federal Lands Highway funds to build the Fossil Creek-Bone Creek project in FY 1978.

D. General Description of Project: (1) Bridge work: removal of present wooden structures at Fossil Creek (19 feet in length) and Bone Creek (52 feet in length); placement of wider, reinforced concrete slab structures; placement of riprap in the streambeds to minimize damage from flash floods. (2) Roadway work: realignment of the roadway to diminish curves; obliteration of the present roadway in realigned portions; widening the existing roadway from 24 to 32 feet; and placement of an asphaltic concrete overlay in portions of the project section that will not be realigned.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs Gravel; Parking No
Proposed: No. Lanes 2 ; Med. No ; Shldrs Paved ; Parking No

Traffic: Existing Facility: Existing ADT 170 ; Projected ADT 240 ; Yr. [illegible]
Existing Level of Service "B" or better

Proposed Facility: Projected ADT 240 ; Yr. 20
Projected Level of Service "B" or better

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 7±; Type of Relocation Req. BLM-owned land.; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

A commercial source has been proposed that is near milepoint 100 of the John Day Highway; this is the nearest source. The project will require 19,000 cubic yards of roadbed excavation; 22,000 tons of base rock; and 2,300 tons of asphaltic concrete.

Type of Structure(s):

Two reinforced concrete slab structures; corrugated metal drainage pipes of 12", 18", and 48" diameters.

Brief Description of River or Stream and Type of Involvement, if any:

Removal of wooden structures at Fossil Creek and Bone Creek, placement of new concrete structures, and placement of riprap beneath the structures in the streambeds.

Local City, County or COG priorities of project:

In a letter to the Highway Division (November 29, 1973), the East Central Oregon Association of Counties identified the Spray-Humphrey Ranch section of the John Day Highway as one of their priorities for improvement.

FHWA and/or OSHD approvals given, if any:

The Highway Division intends to request Federal Lands Highway funds to build this project in FY 1978.

Location or Design Alternatives (identify and describe):

No-build alternative.

Other Descriptive Information or Comments: The new bridges are designed to accommodate the 50-year flood, although flash floods often have higher flows. Rather than widen the streambeds to accommodate flash floods, it was decided to riprap the streambeds to protect them from flood damage. Riprapping is the more economical construction measure.

The Highway Division has requested (letter dated October 14, 1976) that the Corps of Engineers exempt this project from permit requirements of Section 404 of the Federal Water Pollution Control Act.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The highway right-of-way traverses a terrace of the John Day River and lies within a steep-sided canyon of the John Day Formation. The John Day River flows alongside the existing and proposed alignments. The river, in the project area, supports annual migrations of Chinook salmon and steelhead trout and provides important sport fisheries for steelhead trout and smallmouth bass.

The area is semi-arid; its soils are silts and silty loams, to varying depths. The vegetation includes big sage, juniper, crested wheat, and cheat grass.

There are relatively large year-round populations of deer in the area, as in much of Grant County as a whole. Deer feed in the alfalfa fields near the project and drink from the John Day River.

Nearby lands are particularly rich in geological, archeological, and paleontological resources. The John Day Fossil Beds National Monument lies along the John Day Highway a few miles from the project section.

Fossil Creek and Bone Creek, intermittent streams that are tributaries of the John Day River, have small drainages--0.80 square mile for Fossil Creek and 1.70 square miles for Bone Creek. These creeks have steep slopes and moderate brush cover. The steep terrain and flash flooding contribute to the severe channel scour and head-cutting.

2. Cultural: The project section is on a principal arterial, which connects to I-80N, U.S. 26, U.S. 395, and thus provides main travel routes to and through central Oregon. The highway is used primarily in tourism and agriculturally based forms of commerce and serves a sparsely populated area of Oregon.

Much of the local economy is based on ranching and on fruit-farming in the vicinity of Kimberly.

The surrounding land is largely unimproved sagebrush land administered by the Bureau of Land Management; BLM leases grazing rights to this land. There are also scattered ranches along the highway.

Recreation is available in fishing, hunting, and sightseeing. Historical and archeological resources are to be found in the John Day Fossil Beds National Monument.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: The Highway Division must request a permit from BLM to use the 7± acres for right-of-way. Grazing rights to this land are now leased to a rancher who owns adjacent property; loss of this grazing land would inconvenience him, although similar land is available nearby. Also, it may be possible to restore some of the right-of-way to a condition suitable for grazing. Another effect would be loss of some wildlife habitat to right-of-way. The Highway

(Con't on page 4a)

2. Estimated Impact on Traffic Patterns:

None, although drivers may tend to drive at more constant speeds.

Consequences--Air Quality, Noise, Safety, etc.: The realigned highway should be safer to drive. However, if drivers tend to drive faster on the new highway than on the present one, the problem of deer kill may be aggravated; on the other hand, improved sight distance may tend to offset the potentially higher driving speeds.

3. Estimated Impact on Land Use:

Land that could be used for grazing would be permanently committed to use for transportation.

Consequences:

This change of uses is not significant in view of the extent of similar unimproved sagebrush land in the area.

4. Expected Impact on Natural Ecological Resources:

Temporary disturbance of the Fossil Creek and Bone Creek streambeds, permanent loss of part of the right-of-way as wildlife habitat, and, possibly, increased deer kill.

Consequences:

Construction work in the streambeds should not have significant effects, since both creeks are dry in the summer but for periods of flash flooding and are intermittent even in winter and spring. The contractor must take care in his work, however, to see that there will be no problems of stream siltation, in view of the fine-textured

(Con't on page 4a)

5. Expected Impact on Cultural and Scenic Resources:

None foreseen. Anglers' access to the John Day River should be retained. Coordination with BLM could help assure that this access will be retained. A cultural resource survey of the project area will be necessary!

Consequences:

1. Consequences and Significance of Right-of-Way Acquisition Continued:

Division would need to coordinate planning with the BLM to minimize any such problems.

4. Expected Impact on Natural Ecological Resources Continued:

Consequences:

soils in this area.

The undeveloped portions of the right-of-way would remain as potential habitat, and there is much nearby land that could replace the lost habitat.

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

In compliance

b. Noise Standards
Project is determined to be in compliance with design levels specified in FHPM 7-7-3.

c. Water Quality Standards

In compliance

d. Area Land Use and Transportation Plans, and Zoning

In compliance

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

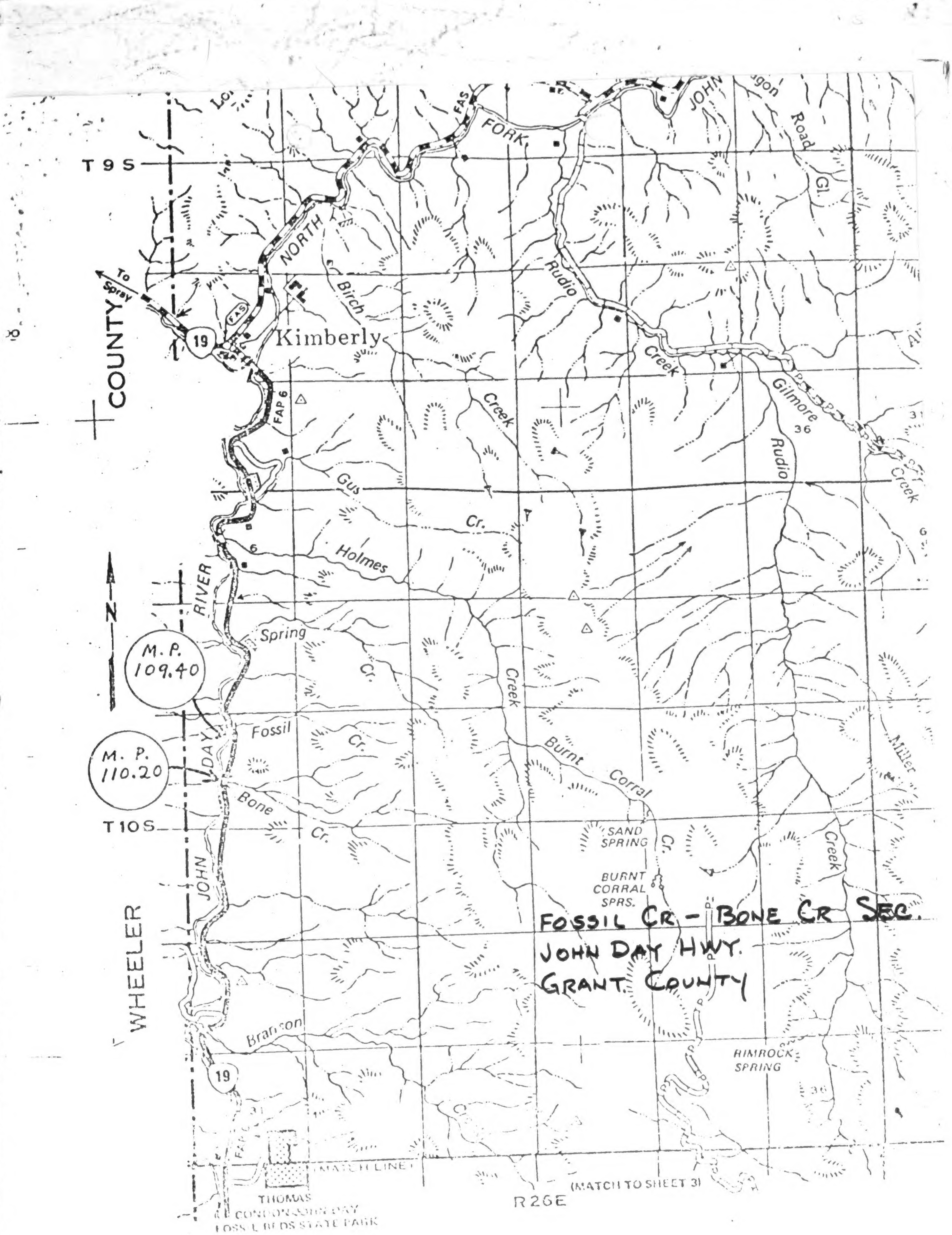
SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS ____ D & F Neg.Dec. X ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


T9S
T10S
R26E
COUNTY
WHEELER
N
To Spray
19
FAS
FAP 6
Kimberly
NORTH
FORK
JOHN
Wagon
Road
Gl.
Birch
Rudio
Creek
Gilmore
Rudio
Creek
36
31
Creek
Gus
Cr.
Holmes
6
RIVER
Spring
Cr.
M. P.
109.40
DAY
Fossil
Cr.
M. P.
110.20
Bone
Cr.
Creek
Burnt
Corral
Cr.
Miller
Creek
SAND SPRING
BURNT CORRAL SPRS.
JOHN
Branson
19
31
RIMROCK SPRING
36
FAP
MATCH LINE
(MATCH TO SHEET 3)
THOMAS CONDON-JOHN DAY FOSSIL BEDS STATE PARK

FOSSIL CR - BONE CR SEC.
JOHN DAY HWY.
GRANT COUNTY

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9198 (1980) ENDS WITH 9235 (1980)

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	221	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 29th DAY OF September 1992 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR